MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:10 P.M.

January 9, 1979

COMMISSIONERS

John F. Henning, Jr., President

Claire C. Pilcher, Vice President

H. Welton Flynn

Peter McCrea

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

John B. Wentz

GENERAL MANAGER OF PUBLIC UTILITIES

Romaine A. Smith

SECRETARY

Call To Order: 2:10 P.M.

Present: President John F. Henning, Jr., Vice President Claire C. Pilcher, Commissioners H. Welton Flynn, Peter McCrea, John M. Sanger

Discussion preceding adoption of resolutions is attached.

The minutes of the special meeting of December 5, 1978 were approved.

The minutes of the regular meeting of December 12, 1978 were approved.

RESOLUTION NO.		
		On motion of McCrea, seconded by Pilcher, the following resolution was adopted:
79-0002	HH	Approving Department of Public Works' proposal for construction of a new street lighting system in the Midtown Terrace area.
		Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger
		On motion of McCrea, seconded by Pilcher, the following resolution was adopted:
79-0003	HH	Awarding HH Contract No. 603-Sandblasting and Coating Tesla Portal Water Tanks- to D.F. Burgess Company, San Francisco, California in the amount of $13,476.
		Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger
		On motion of McCrea, seconded by Pilcher, the following resolution was adopted:
79-0004	HH	Awarding HH Contract No. 597-Laguna Honda Substation, Install Additional Equipment- to Amelco Electric, San Francisco, California, in the amount of $57,750. (Power Improvement Program)
		Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger
		On motion of McCrea, seconded by Pilcher, the following resolution was adopted:
79-0005	HH	Approving modification in the debit amount of $16,437.81 to provide funds for additional work under HH Contract No. 549-Bryant Substation and Power Control Center, Construct Building and Install Equipment (Power Improvement Program)
		Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger
		On motion of McCrea, seconded by Pilcher, the following resolution was adopted:
79-0006	HH	Rejecting bid received for HH Contract No. 594-Priest Stilling Well and Domestic Water System Modification.
		Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0007 M Authorizing bid call for WD Contract No. 1744-12" D.I. M. Installation in Hyde Street, between Greenwich Street and Pacific Avenue. Estimated Cost: $328,130

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0008 M Accepting as satisfactorily completed work under WD Contract No. 1737-Installation of 18-Inch Steel Main in Niagara, Cayuga and Other Streets; approving credit modification of $5,342.90; and authorizing final payment of $3,570.21 to McGuire and Hester, Contractor.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0009 M Approving modification in the debit amount of $19,000 to provide funds to expand the scope of work under Professional Services Contract No. 155 with Brown and Caldwell-James M. Montgomery, Consulting Engineers, for the Study of Bay Division Booster Stations and Transmission Pipelines and Hetch Hetchy Water Treatment Plant.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0010 M Approving write-off of Water Department uncollectible accounts receivable more than 90 days past due, month of September, 1978; amount $6,946.01.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0011 M Approving traveling expense vouchers of Edward G. Freeman, Anthony Stellini and Paul Brigaerts to cover their expenses during their trip to Boston, and Philadelphia from October 22 thru October 27, 1978, for education and training in the repair and maintenance of the Standard LRV; and approving traveling expense vouchers of James R. Houston and Ray Catelli to cover their expenses during their trip to Burnham, Pennsylvania from November 14 to November 17, 1978, for education and training in the maintenance of Standard LRV.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0012 M Approving payment of claims, amount $52,534.08, from Municipal Railway revolving fund, month of November, 1978.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0013 M Approving cancellation and write-off of uncollectible accounts receivable more than 90 days past due and adjustment of accounts receivable, month of November, amount $89.69; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $6,353.25, month of November, 1978.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0014 M Approving modification in the credit amount of $2,131.33 to provide for changes in street pavement and sewer work as requested by the Department of Public Works under Contract No. MR-647- J Church Line, Track Reconstruction and Sewer Replacement and Enlargment, Church Street, 22nd to 30th Streets. (Transit Improvement Program)

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0015 M Rejecting all bids received for Contract No. MR-646- Market Street Subway Platform Extensions, and authorizing re-advertising the contract. (Transit Improvement Program)

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0001 M Requesting Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $64,950.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0016 N Waiving Section "B", Rule 1, of the "Rules and Regulations Governing Water Services to Customers" so as to permit the construction of a 6-inch water main and hydrant on a street which has not been brought to grade; and authorizing the Water Department to proceed with the installation of a 6-inch main and hydrant upon receipt of $7,550 from Richard Alvarez. (Deferred from meeting of December 5, 1979)

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0017 N Awarding Contract No. MP-657- M Line Extension, San Jose Avenue at Interstate 280 Overpass, Track Reconstruction and Power Facilities-to Homer J. Olsen, Inc., Union City, California in the total net amount of $530,695. (Transit Improvement Program)

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Pilcher, the following resolution was adopted:

79-0018 N Approving supplemental appropriation, amount $1,606,209, to fund Phase II of UTDC implementation including equipment, facility modifications, and personnel for the remainder of 1978-79.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of Pilcher, seconded by McCrea, the following resolution was adopted:

79-0019 N Approving supplemental appropriation, amount $3,191,603, to continue funding for personnel to continue UTDC implementation during fiscal year 1979-80.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0020 M Authorization to hire at specific dates 28 persons to fill budgeted positions, and delete 24 positions the funds from which will be used to contract BART services.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0021 M Authorization to establish 36 positions not previously budgeted.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of Pilcher, seconded by McCrea, the following resolution was adopted:

79-0023 GO Approving the budgets for the legal services and litigation expenses of the City Attorney's Office at the levels proposed by the Municipal Railway and General Office for the fiscal year 1979-1980, and directing that necessary adjustments be made in the appropriate accounts to effect these changes.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

Copies of the above resolutions are on file in the office of the Secretary of Public Utilities Commission.

COMMUNICATIONS

Commissioner McCrea stated he received a copy of a letter addressed to Mr. Curtis E. Green, General Manager, Municipal Railway, from the Transport Workers' Union regarding proposals for improving the operation of the cable car system. He said he would like Mr. Green to prepare a response for Commission review.

REPORT OF THE GENERAL MANAGER- Mr. John B. Mentz
New Depression Beam Experiment

Mr. Green reported that the new depression beam was installed the week of December 4, 1978. It has had continuous operation since December 8, and has performed well. Staff anticipates making a couple of changes having to do with anchoring the beam in place.

Commissioner Claire C. Pilcher said she was advised by the Cable Car Advisory Committee that the beam is being tested on a level area. The Committee feels it should be tested on a hill where conditions would be more stressful, but Muni staff refused to do this.

Mr. Green replied that there was no refusal. Muni staff said they wished to begin testing on a level area, and then move to a more stressful area. The new depression beam is now in the design phase. Staff hopes to construct a modified version of the present beam, and then build a new beam and place it in a more stressful area. When testing is completed this beam would be used as a model for construction of other beams.

30- Stockton Line

Commissioner Pilcher referred to the Municipal Railway report dated December 29, 1978, and stated a rather serious incident was not reported. On December 22, 1978, lines were down on Sutter Street for about 1-1/2 hours. She said someone called Mr. Green's office to report this and was told reports were made direct to Hetch Hetchy. A total of 52 vehicles were tied up.

Mr. George Duarte, Deputy General Manager, Engineering and Maintenance, explained that lines on Columbus Avenue were down at the same time. When the crews finished repairing the lines on Columbus they repaired the lines on Sutter Street. He said the call goes to Central Control, which then contacts the Hetch Hetchy line crew by radio.

Mr. Green apologized for this matter not being in the report.

Maintenance Computer Operation

Commissioner Pilcher asked if the maintenance computer operation is now in place, and Mr. Green replied "yes".

Flxible Buses at 15th and Folsom Streets

Commissioner McCrea commented that he was driving past 15th and Folsom Streets and noticed five (5) flxible buses in a vacant lot which must be a storage yard. He said these buses appear to have been stripped.

Mr. Green said that 1-1/2 years ago when there were problems with storage Muni obtained a $1 per year lease from the Department of Education to store equipment in disrepair and incapable of immediate repair.

Mr. Duarte commented that UTDC suggested that Muni stop using Flxible buses because of poor transmissions. He noted that the transmissions now can be repaired, although the windows have been broken. He said Muni has had to move most of its equipment out of that location.

Track at San Jose Avenue near Broad Street

Commissioner Pilcher stated that Mr. John Holt, Manager of the California Railroad Museum, pointed out that track at San Jose Avenue near Broad Street is inside-jointed rather than welded. He told Mr. Rino Bei, Program Manager, Transit Improvement Program, but has received no response. At Broad and Plymouth Streets there is a crossing which does not fit properly. Mr. Bei was advised, but waited until a PCC car derailed before making repairs. The track is functional, but not perfect. Commissioner Pilcher said TIP funds are being used, and the job should be done right.

Mr. Green said he will discuss the matter with Mr. Bei and get back to Mr. Holt.

Sunol Golf Course Sewer Treatment Plant

Mr. Eugene J. Kelleher, Acting General Manager, Water Department and Chief Engineer, reported difficulty at the Sunol Golf Course regarding the sewage treatment plant. As of January 15, 1979, filter plant operators will no longer service the treatment plant, which is paid for by the golf course. Water Department staff will be meeting with the employees in an effort to resolve the situation.

Green Garden Nursery

Mr. Kelleher stated that for the past month staff has been endeavoring to negotiate with the Green Garden Nursery in Millbrae. After several telephone calls a meeting was held with the tenant on January 5, 1979. An offer was made that the tenant could stay on the property for a year with a revocable permit. The tenant answered that he had to stay for four or five years. Subsequently the tenant wrote a letter stating he was interested in nothing shorter than eight years. Mr. Kelleher said steps will be taken to have tenant removed from the property unless the City Attorney advise against this step. The Water Department was trying to obtain a one-year revocable permit at the same rental rate.

Mr. McMorris M. Dow, Utilities General Counsel, commented that the idea was to keep someone on the property for a year.

President Henning directed that this matter be discussed in executive session at the close of the meeting.

Hetch Hetchy Power Rates

Mr. Dow reported that some months ago outside counsel filed a motion to stay the District Court injunction in the Hetch Hetchy power rate matter. The 9th U.S. Circuit Court of Appeals denied the motion, and the case is being calendared for further hearing in March. The last brief was filed in December.

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Resolution No. 79-0004--Awarding HH Contract No. 597-Laguna Honda Substation, Install Additional Equipment- to Amelco Electric, San Francisco, California in the amount of $57,750.

Commissioner Sanger stated that he is concerned because the lowest bid is 40 percent over the engineer's estimate. He said it is

known there is a glut of work and very few contractors to do this type of work and asked if the City is suffering from oligopolistic practices.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, explained that since the last work of this type was performed under contract, staff estimates have been increased 7 percent annually due to inflation. He commented that that the two highest bidders maintain they have all the work they want. He said there is nothing to be gained by delaying the work under which the last of the substation equipment is to be installed.

Commissioner Sanger asked if the same thing is happening on other aspects of the Power Improvement Program.

Mr. Moore replied that Hetch Hetchy is below estimates, generally speaking. Earlier work came in well under estimate.

Commissioner Sanger requested that some attempt be made to solve the problem before the new wiring projects are awarded.

Mr. Moore said there will be a problem with replacement of trolley coach overhead wires, as there is no one else in this part of the country who is experienced in the work.

Commissioner Sanger directed that some investigation be made of alternatives, including slowing down contracting.

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Resolution No. 79-0008--Accepting as satisfactorily completed work under WD Contract No. 1737-Installation of 18-Inch Steel Main in Niagara, Cayuga and Other Streets; approving credit modification of $5,342.90; and authorizing final payment of $3,570.21 to McGuire and Hester, Contractor.

Commissioner Pilcher asked about the penalty clause for delays in contracts. She commented that in this contract there was a $500 assessment for a 20-day delay due to slow prosecution of the work. With the shutdown of the cable car lines for two winter seasons pending, she said staff should work with Mr. Dow on stiffer penalty clauses for those contracts.

Mr. Kelleher stated that on large jobs the penalty is increased. It is $25 per day on cast iron main installation plus field inspection time on small jobs.

Commissioner Pilcher asked staff to ascertain what the losses from delay would be before putting the cable car reconstruction out to bid and to set penalty clauses accordingly.

Mr. Kelleher commented that a committee is working on this matter with respect to all City and County contracts.

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Resolution No. 79-0016--Waiving Section "B", Rule 1, of the"Rules and Regulations Governing Water Services to Customers" so as to permit the construction of a 6-inch water main and hydrant on a street which has not been brought to grade; and authorizing the Water Department to proceed with the installation of a 6-inch main and hydrant upon receipt of $7,550 from Richard Alvarez.

Mr. Wentz stated that staff met with Mr. Richard Alvarez this morning to determine whether or not he wished to go forward with this solution in light of the fact that the Department of Public Works has received majority approval of an assessment district.

It was determined that there is a best and a worst situation. The best situation is to assume there will be a negative declaration for an EIR, and no problem in obtaining the garage standing in the way of construction. In this event it would take nine months to process a contract to improve the street.

The worst situation would be that an EIR is needed, which would take six months; and that the garage would have to be condemned which would take 1-1/2 to 2 years.

Mr. Alvarez still would like the water line to go in promptly. At this last minute the DPW has obtained favorable approval for construction of the street.

Staff of the Water Department is willing to take either course.

President Henning asked if there is a negative declaration on the installation of the water main itself, and Mr. Kelleher replied, "yes".

Mr. Peter P. Macchi, Attorney at Law, representing the developer, explained that five of the properties are on Mullen Avenue. The problem is that the applications have been processed, and the developer is ready to proceed. The fire hydrant which the San Francisco Fire Department requested is needed. This should go in at the same time the street goes in, which may be 2- 1/2 years "down the road". Mr. Macchi said the one problem is a letter addressed to Mr. Hentz by the Mullen-Holladay group in which they state they want a complete study of the street made by the group. Installation of the water main hydrant would supply the fire protection, and Mr. Alvarez will make up the difference in cost to the Water Department. Assessments have not yet been established by the Streets and Transportation Committee of the Board of Supervisors. A majority of the owners want the street.

Commissioner John Sanger commented that there is a possibility the street will never be improved. He said this could happen if there are a majority of protests.

Mr. Alvarez explained that a group of neighbors formed the assessment district, which takes in over a block. The people in that district own more sites than he does. There are approximately 40 ownerships involved. A poll was taken to establish the district, he said.

President Henning asked the official position of the Fire Department.

Mr. Kelleher responded that the Fire Department will not allow Mr. Alvarez to build unless a hydrant is constructed.

President Henning questioned the installation of a hydrant and reed for a water main, and said he was concerned about neighborlood safety.

Mr. Kelleher said this can be done.

Mr. Robert J. Dutra of the Mullen-Holladay group said his group does have some questions regarding the water main and fire hydrant. They are not satisfied that the Fire Department will be able to reach the hydrant. Also, he said, the vote on the assessment district was by secret ballot. Only one part of the street to be improved fronts on Mullen Avenue. The developer's construction is not going to be on an improved street or on an accepted street.

Commissioner Pilcher stated she sat on the Board of Permit Appeals when other properties owned by Mr. Alvarez were considered. She asked if this would bar her from voting.

Mr. Dow replied, "no".

Commissioner Pilcher stated that at the first hearing she was inclined to agree with the neighborhood group, but she was not aware that the Board of Permit Appeals had upheld the permit. She said this means that representatives of the Fire Department were present.

Mr. Jentz commented that Assistant Fire Chief Rose said there was good access. If the fire hydrant is constructed, the Fire Chief will allow the builder to proceed.

Commissioner McCrea commented that this issue should have been raised at the Board of Permit Appeals; the PUC has no jurisdiction.

An unidentified man in the audience stated that the Commission is discussing the fact that all that needs to be done is the construction of a water main and a fire hydrant.

Commissioner Sanger explained that when the developer builds, the Fire Chief will decide whether the buildings can be occupied. The point raised is whether the Water Department should allow service to go ahead if there is a possibility there will never be a street. He said it now appears clear that the access and traffic problem will be solved.

Mr. Dutra stated that the problem is that Assistant Fire Chief Rose said something different than Fire Chief Andrew C. Casper put in writing. He said it is not clear that the street will go in.

Commissioner Sanger said he is convinced the street will be built because of the action of the Department of Public Works. He asked if the Water Department pays for normal main installation.

Mr. Kelleher replied that the contractor would pay for any increased cost. The Water Department would maintain the main, and services would be improved for all of the people on the street.

Mr. L. T. Tom of the Department of Public Works stated that the DPW will forward a recommendation to the Board of Supervisors in order that the DPW can go ahead and work out a contract for the project.

Commissioner Sanger asked if protest proceedings would be held and Mr. Tom replied, "no". He said that after the Board of Supervisors approves the plan and the assessment district, the DPW has approval to proceed.

Commissioner Sanger inquired about a bond issue.

Mr. Tom replied that the property owners are liable for their share of the assessment, and they can go to bond. The property owners will be assessed one-third of the cost of the project, and the City will pay two-thirds.

The unidentified man in the audience brought up the matter of condemnation.

Mr. Macchi acknowledged that there is a garage in the right-of-way, and that access is a problem. He said the installation of the main and hydrant will allow Mr. Alvarez to build.

Mr. Uderi of 19 Rutledge Street stated that if it is assumed the improved street is going in within nine months that will mean

the street will be dug up to accommodate Mr. Alvarez, and then it will have to be dug up again. He suggested that the work be done at one time so as not to unduly inconvenience the property owners.

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ITEM NO. 9--Supporting the Municipal Railway's attempt to secure qualified personnel to fill budgeted vancancies in order to perform PCC car maintenance, and encouraging Muni's use of outside contractors where feasible and cost effective and to reduce manpower requirements for peak workload situations.

Commissioner McCrea asked if Muni is asking the Commission to endorse its conclusion that it does not wish to go outside and secure employees to work on streetcars for maintenance purposes.

Mr. George Duarte, replied, "As a whole, not on individual pieces". He stated that Civil Service on January 8, 1979, approved the fifth pay step for Class 7379- Electric Transit Mechanic, and Muni may be able to hire people.

Commissioner McCrea noted that if Muni is not able to attract employees it will be back in the same situation as before. He said he did not think it appropriate to bring this matter to the Commission.

No action was taken by the Commission on this item.

ITEM NO. 10--Calling for retention of MR terminal operations in front of the San Francisco Transbay Transit Terminal in either its present or proposed new form as a matter of policy, and recommending to the S.F. Bay Area Transportation Terminal Authority that in its selection of a plan favorable consideration be given to a plan or combination of plans that will retain San Francisco Municipal Railway Terminal operations in front of the S.F. Transbay Transit Terminal.

Commissioner Pilcher stated she understands the Planning Commission is concerned about Muni using the front of the Terminal Building because it will interfere with some other plans. She asked if the PUC must take a stand.

Mr. Green said thousands of people transfer to Muni at that location, and the sides and rear of the Terminal building present a drab and dangerous situation.

Commissioner Pilcher pointed out that the PCC cars and LRVs will not be going there.

Mr. Green said the trolleys will be using it as a terminal.

Commissioner Sanger said he could not understand why a stand should be taken until the options are known.

Mr. Green said Muni staff recommends retaining the present location for reasons of safety and convenience, if it is at all possible.

President Henning questioned the Commission's locking itself into some policy. He said the building will be renovated.

Commissioner McCrea stated that at the presentation consultant made it clear that any one of a number of proposals for Muni could be adapted. The only proposal for placing Muni in front of the building was revised Alternate 4, which was rejected as being too expensive. Other alternatives placed Muni at the side of the building. It would loop around the entire block with one single loop of wire.

Commissioner Sanger said he does not object to having a policy, but is not yet willing to make a judgment that Muni requires staying at the same location.

President Henning asked if the Muni planning personnel have given their recommendations.

Mr. Wentz stated that this is their recommendation. He said they would be glad to bring drawings back to the Commission.

Mr. Maurice Klebolt, President, CAPTrans, said his organization officially concurs with the consultant. He said it would be to Muni's best interest if it had loading at the side of the building. There would be not one but several lay-up bays in the rear of the building, and it would allow a better movement of electric vehicles. He said he concurred with Commissioner Sanger that it is a bit premature to come out with a judgment now, and there is a feeling that Muni "must have the front door for public relations exposure".

Commissioner Sanger asked Mr. Klebolt about his opinion of the financial ramifications.

Mr. Klebolt said the best of all worlds would have been to go with Alternative 4. The consultant recommended Alternative 2.

Mr. Green said Muni is in the business of providing safe and convenient transit to its patrons, and moves more than 10,000 people from that facility daily.

Commissioner Pilcher said, "Not after the LRVs go".

Mr. Green commented that there is a proposal to build a facility to accommodate other transit systems, and he fears the"trade off" for San Franciscans would be some type of inconvenience.

Commissioner Sanger said that is not yet known.

Commissioner McCrea proposed that Mr. White of the consulting firm and Mr. Tom Matoff of the Muni Planning Department come in and discuss the proposals.

Commissioner Sanger asked about the consultant's point of view.

Mr. White stated that the second alternative is preferred, which does have the provision of a direct flow of Muni buses with a lay-over zone behind the building. He said one of the alternatives is a joint use office building, which would be precluded by Muni being in its present location.

President Henning directed that this item be placed on the PUC calendar for January 23, 1979.

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Resolution No. 79-0021--Authorization to establish 36 positions not previously budgeted.

Mr. Farrel Schell, LRV Program Director, said the 36 positions are requested because in looking at what is being done and what needs to be done there is inadequate activity and not enough people. He said these positions are all in next year's budget.

Mr. Wentz added that Muni does have money in a grant. This is in order to hold the schedule, and does not affect next year's budget.

Commissioner McCrea directed that the resolution be re-written to make that clear.

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Resolution No. 79-0022--Approving the use of funds appropriated for permanent salaries to be expended to engage the services of contract programmers and systems analysts, and requesting the Controller to approve the transfer for this purpose of $100,000 for the current fiscal year.

Commissioner Pilcher asked why the PUC Data Processing Center was allowed to become 50 percent under-staffed before this matter came to the Commission.

Mr. C. Dean Collins, Director, PUC Computer Center, stated that the situation came about within the last 90 days, and became critical about a month ago. He said Civil Service kept assuring the Computer Center that "next week you will get your eligibles". Mr. Collins said these employees will be used to maintain existing work situations, but staff will have to teach them.

ITEM NO. 16--Presentation by Dr. David W. Jones, Jr., of the Downtown San Francisco Flextime Demonstration Project sponsored by the California Department of Transportation and managed by the Institute of Transportation Studies, University of California at Berkeley, with a request for endorsement of the project.

Commissioner Pilcher complimented Dr. David W. Jones on the work plan for the Demonstration Project, stating that it was very well done and informative.

Dr. Jones explained that this is a California Department of Transportation project in response to today's problem of crush loads that transit faces. Tomorrow's problem will be 50,000 additional workers downtown.

Flextime hours allows employees to arrive at 7:00 a.m. or as late as 9:30 a.m. Muni currently has seating space available for 7 a.m. work arrivals. Many people will choose to arrive at work earlier, which allows them to miss the peak hours. The project will provide consulting services to any large company that will consider Flextime hours. Metropolitan Life Insurance Company has had this system for 3 or 4 years. Negotiations currently are being held with the Bank of America. Flextime hours has a positive impact on transit. People can manage a work schedule and a transit schedule more perfectly.

Commissioner Sanger inquired if any questions were asked as to why people chose to arrive at work earlier.

Dr. Jones said a survey was conducted in Sacramento. Two answers were obtained. Employees can have longer evenings at home, and are able to pick up their children after school. Advantages of transportation came in third. He said Metropolitan Life has not conducted a survey. Data was taken from payroll records.

Commissioner McCrea asked if anyone at Muni has made any financial assessment of the impact that adoption of this type of expanded distribution would have.

Mr. Wentz said this was not done, but it was agreed that it would have two advantages. It would reduce peak traffic congestion and allow Muni to move more freely.

Dr. Jones stated that the project staff has done its own rough count analysis, and no adjustment in Muni schedules would be

required by this project.

Commissioner Sanger commented that new passengers would be attracted and revenue increased.

Commissioner McCrea commented that Flextime would be of benefit to Muni, but that in areas of heavy auto traffic it would spread out the auto commute peak.

Dr. Jones noted that every indication says that the auto capacity is saturated, and there simply is not room for more capacity on the highway system. He said this could bring the peak to 6:30 p.m. He said he does not have an answer if that would be the case, say, in the Marina District.

On motion of Commissioner Sanger, seconded by Commissioner Pilcher, the Commission voted unanimously to endorse the project.

THEREUPON THE MEETING ADJOURNED: 3:37 p.m.

Romaine A. Smith
SECRETARY

At the request of McMorris M. Dow, Utilities General Counsel, the Commission adjourned to executive session.

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M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:05 P.M.

January 23, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John H. Sanger

DEPARTMENTS

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SECRETARY

Call To Order: 2:05 P.M.

Present: President John F. Henning, Jr. Vice President Claire C. Pilcher, Commissioners H. Welton Flynn, Peter McCrea, John M. Sanger

The minutes of the regular meeting of January 9, 1979, were approved.

SPECIAL ORDER OF BUSINESS
ELECTION OF President for the year 1979

Commissioner McCrea nominated Commissioner Pilcher for President, stating that in one and one-half years on the Commission she has made a great contribution and is deserving of the privilege.

Commissioner H. Welton Flynn seconded the motion, and stated he believes Commissioner Pilcher will be the first female president the PUC has ever had.

President Henning stated that Commissioner Pilcher was elected President by common consent.

President Pilcher accepted the gavel and presided over the balance of the meeting. She thanked the members of the Commission, Commissioner Flynn in particular.

ELECTION OF Vice President for the year 1979

Commissioner Sanger nominated Commissioner McCrea, stating that he expects he will continue to render his distinguished service.

Commissioner Henning seconded the motion, stating that Commissioner McCrea has proven his ability in the almost three years he has been on the Commission.

Commissioner McCrea was elected Vice President by common consent.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0025 HH — Authorizing bid call for HH Contract No. 583-Mission Street, Army Street to Geneva Avenue, Underground Duct System. Estimated Cost: $559,450 (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0026 HH — Authorizing bid call for HH Contract No. 551-Richmond Substation, Equipment Installation and Related Building Alterations. Estimated Cost: $361,000 (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0027 W — Authorizing bid call for WD Contract No. 1763-Excavation and Repaving for Water Service Trenches. Estimated Cost: $91,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0028 W — Authorizing bid call for WD Contract No. 1755-Replacement of Log Boom at San Andreas Reservoir (San Mateo County. Estimated Cost:$60,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0029 W — Authorizing bid call for WD Contract No. 1714-6-Inch Ductile Iron Main Installation in Mullen Avenue between Brewster and Rutledge Streets. Estimated Cost: $20,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0030 W Accepting as satisfactorily completed work under WD Contract No. 1747-Resurfacing Ravenswood Access Road and San Antonio Dam Road; approving credit modification of $186.40; and authorizing final payment of $32,361.10 to Les McDonald Construction Company, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0031 W Approving the cancellation of 2 uncollectible charges in the amount of $710.37 arising from damages to Water Department property.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0032 M Recommending to the Purchaser of Supplies that he approve and execute Modification of Contract No. 1 at no additional cost to the City, under Purchaser's Contract Proposal No. 841 (Muni Contract No. MR-629R) (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0033 M Accepting as satisfactorily completed work under Contract No. MR-653R-Fare Collection Buildings, Kirkland Yard and Presidio Yard; and authorizing final payment of $2,138.30 to Able Erectors, Inc., Contractor (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0034 M Approving the traveling expense voucher of Douglas C. Norberg, Bus Operator, in the amount of $570.36 to cover his expenses during his trip to Toronto, Canada to attend the annual convention and Roadeo of American Public Transit Association, 9/24/78 to 9/28/78.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0035 M Approving cancellation and write-off of uncollectible accounts receivable and adjustment of accounts receivable more than 90 days past due, amount $520.98, month of December, 1978;

and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $7,700.58, month of December, 1978.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0036 M Approving payment of claims, amount $64,863.52 from Municipal Railway revolving fund, month of December, 1978.

Vote: Ayes- Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0024 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $3,250.

Vote: Ayes- Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0037 HH Approving debit modification in the amount of $35,000 to the contract with Howard, Prim, Rice, Nemerovski, Canady & Pollak for additional legal assistance to the City Attorney's office in litigation with the Irrigation Districts and the Airlines involving Hetch Hetchy rates.

Vote: Ayes- Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0038 W Setting Tuesday, February 13, 1979, at 5:30 p.m. as the date and time for a public hearing to be conducted in the Lurie Room, Main Library, San Francisco, by the PUC for considering proposals for rate increases for water service and water supplied by the San Francisco Water Department.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0039 W Rejecting the San Francisco Beekeepers' request for a reduced requirement of $100,000 property damage automobile insurance for beekeepers on the San Francisco watershed.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0040 W Authorizing the General Manager of Public Utilities to negotiate and execute a Professional Services Contract with A. Doyle Reed, Agricultural Economist, in the total amount of $10,000. (Deferred from meeting of December 12, 1978)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, excused-Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0041 W Authorizing bid call for WD Contract No. 1740R-Construction of Suburban Facilities, Millbrae, California. Estimated Cost: $3,200,000.

Vote: Ayes-Henning, Pilcher, Flynn, McCrea, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0042 M Approving supplemental appropriation, amount $79,931, in compliance with Salary Standardization Ordinance, Amendment #44, which reflects the reclassification of 37 new positions previously approved in the Municipal Railway budget for the fiscal year 1978-79.

Vote: Ayes- Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0043 M Authorizing staff of the Municipal Railway to advertise and circulate an RFP for consultant assistance involving preliminary engineering studies of alternate route alignments for extension of the J-Church streetcar line to the Muni Metro Center, preparation of preliminary plans and cost estimates for the proposed extension, and preparation of an EIR or other environmental documentation which may be required. (Transit Improvement Program)

Vote: Ayes- Pilcher, McCrea, Flynn, Sanger, Henning excused from meeting

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0044 M Affirming that Alternative Scheme II for the reconstruction of Forest Hill Station is the concept to be developed toward final design and installation, and authorizing staff to present Alternative Scheme II to the appropriate Federal and State historical preservation agencies with the stipulation that it is this Commission's desire to implement it as the recommended scheme.

Vote: Ayes- Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0045 GO Approving application to the U.S. Department of Energy for 100 percent funding of a feasibility study of a cogeneration facility at San Francisco General Hospital; and requesting the Board of Supervisors to approve said application and authorize acceptance of the funds to be expended under the direction of the Director of Public Works.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Mr. John B. Wentz
Rainfall Figures

Mr. Eugene J. Kelleher, Acting General Manager and Chief Engineer, Water Department, reported that rainfall to date goes from a low of 73 percent of normal at San Andreas Reservoir to a high of 115 percent of normal at Lower Crystal Springs Reservoir. He said major water production is at Calaveras Reservoir, which is 90 percent of normal. The watersheds have received 3.2 billion gallons of runoff, which eventual evaporation will reduce to 2.4 billion gallons.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, reported that Hetch Hetchy system precipitation and reservoir storage are well above normal.

Fire Safety Status of Muni Metro

Mr. Curtis E. Green, General Manager, Municipal Railway, stated that as a result of the fire in the BART tube, staff of the Municipal Railway has looked at the Muni Metro system and made some comparisons. Muni Metro specifications prohibit the use of polyurethane foam in seat cushions, etc. LRV seats have fiber-glass shells, and the LRVs are made of steel instead of aluminum which melts under extreme heat. He said the specifications have rigid requirements to prevent flame spread. Thermoplastics used must meet the standards of the American Society for Testing Materials. The cars are in a tunnel, not a tube, and stations are much closer together and provide good ventilation. Passengers can leave the tunnel easily, whereas the tube under the Bay is over three (3) miles long.

Muni's new fire truck will be here shortly, Mr. Green said, and will be housed in the fire station near Duboce portal. Also, a 6-inch water main is being installed throughout Twin Peaks Tunnel with hydrants. All of the fire provisions in the Muni Metro system have been planned with the Fire Chief, and he will be in control of all emergency situations.

Responding to a question from Commissioner Pilcher, Mr. Green stated that Muni now has a safety systems engineer, Mr. Lee Washburn.

Cable Strand Problem

Mr. Green reported that at 7:03 p.m. on January 22, 1979, a problem occurred with a strand on the Hyde Street cable. Because of the size and close proximity to the other cable line the system was shut down, and buses are being used. It is expected that power will be back at 6:00 p.m. this date, and service will be restored on the Hyde Street line the morning of January 24th. Muni employees have been stationed at various points to notify passengers of the change in service.

Appraiser for Olympic Club

Mr. Wentz reported that the appraiser for the Olympic Club lease rental adjustment reported for work January 12, 1979. Work will be completed by March 15, 1979. Approximately 5 months will be allowed for negotiations. The new rental must be in effect by August 26, 1979.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner Pilcher stated that in the Muni monthly report, pages 4 and 5 refer to Muni Metro problem areas. Item No. 7 states that work needed to prepare the subway for service is in real trouble, promises of a work plan have been unfulfilled, and the problem is critical. She asked who is responsible.

Mr. Green replied that the responsibility for the operation of the LRVs is his, but that he has persons in his organization assigned to specific functions. He said resolution of the problems is much closer today than at the time the report was written.

No. 11 Hoffman Line

Commissioner Pilcher referred to a letter from a neighbor of hers complaining about slow service on the No. 11 line, with a P.S. to the effect that unless better service is instituted passengers will gather at Commissioner Pilcher's house for coffee and doughnuts while waiting for the bus.

UTDC Study

Commissioner Peter McCrea commented that Mr. Warren Bartram of UTDC is presently in San Francisco, and asked if an update can be obtained from him on how well Muni is doing in implementing the UTDC study.

Mr. Wentz replied that the second progress report has just been received, and will be distributed to the Commission January 24, 1979.

Commissioner McCrea stated there is a special PUC meeting scheduled for January 29, 1979, and requested that Mr. Bartram be asked to give a brief report at that meeting.

Maintenance and Missed Runs

Commissioner McCrea commented that in reading the weekly reports from Muni there does not seem to be any improvement in maintenance and missed runs.

Mr. Green pointed out that the diesel operation is improving. During the past 2 or 3 weeks missed runs have dropped from an average of 35 to an average of 8,9 or 10.

Commissioner McCrea requested that this matter be calendared for discussion in about a month.

Revenue Equipment Report

Commissioner McCrea asked if it would be possible to have a continuously updated graph for the Revenue Equipment Report.

Schedule of LRV Tests

Commissioner Sanger requested that the Commission be furnished a schedule of further tests of the LRVs so any Commissioner who wants to observe can participate.

President John F. Henning, thanked the staff and his fellow Commissioners for the support and cooperation given him during the past three years.

ITEM NO. 9 (c)--Awarding HH Contract No. 592-Sutter, Divisadero, Turk, McAllister, Fillmore and Gough Streets, Overhead Feeder Cable Removal and Related Work-to Empire Site Development Corp., San Francisco, California in the net amount of $5,672.

Commissioner Henning stated there has been an inquiry regarding payment of prevailing wage rates, and requested that this item be put over to the next meeting of the Commission. He said this request is based on advice from the City Attorney.

President Pilcher requested that this item be deferred to the next meeting of the PUC.

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Resolution No. 79-0038--Setting Tuesday, February 13, 1979, at 5:30 p.m. as the date and time for a public hearing to be conducted in the Lurie Room, Main Library, San Francisco, by the PUC for considering proposals for rate increases for water service and water supplied by the San Francisco Water Department.

Commissioner McCrea said he would prefer that the public hearing be held at night so that people who work can attend.

President Pilcher directed that the public hearing be held at 5:30 p.m. following the regular meeting.

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Resolution No. 79-0039--Rejecting the San Francisco Beekeepers' request for a reduced requirement of $100,000 property damage automobile insurance for beekeepers on the San Francisco watershed.

Mr. Kelleher introduced Mr. Keith Grand, Risk Manager, Office of the Chief Administrative Officer.

President Pilcher asked why adjoining property owners do not have to furnish this type of insurance.

Mr. Grand replied that this is a separate issue. He said the problem is in permitting use of Water Department land by third parties other than City and County employees. The question arises if use of that land by someone else could give rise to a claim against the City and County of San Francisco. He said there have been claims in Alameda County. Fires started by catalytic converters is one example of automobile property damage loss. Also, an auto accident could occur on the premises. If the beekeepers would provide the insurance requested and name the City and County as an additional insured on that policy it would protect the beekeepers and the City.

Commissioner John M. Sanger pointed out that $300,000 combined single limit insurance is a concession from the normally required $1,000,000 coverage.

Ms. Lenore Bravo, President of the San Francisco Beekeepers Association, stated she is covered by California Casualty Indemnity Exchange, and this company will not sell her $300,000 property damage coverage.

Mr. L. Hoskins stated that the beekeepers perform a certain service for the City, as they have been asked to get rid of wasps and bees by the Department of Public Works and other City departments. He said the California Casualty Indeminity Exchange will provide him with $100,000 coverage for property damage and $300,000 for personal injury coverage.

Commissioner Sanger asked if he has sought any other carrier.

Mr. Hoskins replied that he has so many policies "tied up" with that company he does not wish to disturb his insurance situation.

Mr. Dean Gough stated that he is covered by the American Automobile Insurance Company and does not wish to change companies. He said they refuse to sell him the combined single limit insurance required or to raise his property damage coverage to more than $100,000. He said another insurance company for an additional $200 will increase his limits to provide the coverage required. He said that paying the extra $200 takes beekeeping out of the hobby category.

Commissioner McCrea explained that one of the problems is that catalytic converters on automobiles are a major source of forest fires. The Commission's concern is that the City is liable for damage to adjoining property.

Commissioner Flynn commented that someone spoke of $200 per year being the cost of a hobby. He said that is less than green fees on a golf course. Some people play golf, some bowl, and others go to football games, and $200 annually does not seem unreasonable.

Mrs. Bravo stated that the beekeepers perform a great service to the environment through pollination.

Commissioner Sanger explained that the Commission has been careful to attempt to reduce insurance requirements where they seem excessive, and in this particular case has made an exception from the normal limits. He said it is necessary to protect the City, and added that he has combined single limit insurance of $300,000 and it is easily obtained.

President Pilcher stated that the Commission is aware of the contributions of the beekeepers, and is appreciative.

Mr. Gough asked if the required auto insurance is necessary if he does not use an automobile on Water Department property, and President Pilcher replied "no".

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ITEM NO. 15--Presentation by George Williams, Assistant Director of Planning, and associated staff members of a report on the scope and progress of studies now under way relative to the future development of the Northeastern Waterfront area of the City and County of San Francisco.

Mr. George Williams reported that staff of Planning Department has been working in a number of different contexts on the Embarcadero Roadway from Bay Street to the China Basin Channel. The roadway was reconfigured and redeveloped as part of the Pier 39 complex. Since that time the Planning Department has been working with an Embarcadero Task Force composed of members from the Municipal Railway, Department of Public Works, and the Port Commission. Wilbur Smith, the Transportation Consultant, has been looking at it. The part from Bay Street to Broadway has been worked out in some detail. The plan is to develop an exclusive transit way in the middle of a major arterial with 2 moving lanes in each direction. Pier access will be provided. Wastewater Management has also been working with the Embarcadero Task Force.

Commissioner McCrea asked why transit reserve FAU funds were not used instead of going to UMTA.

Mr. Williams replied that it is a question of trying to maximize the use of funds.

Commissioner McCrea stated that the Commission was told a year ago that there was not any use of FAU funds on the Embarcadero.

Mr. Tom Matoff, Acting Director of Planning, Municipal Railway, stated that the programs also include money from Proposition 5, and some FAU money is already in the program.

Mr. Williams explained that this is true from Bay Street to Broadway. The development from Broadway south is related to the I-280 connection to the bridge.

Commissioner McCrea commented that there is a rail line.

Mr. Matoff stated the roadway will be paved so that it can be used by buses. He said there will be tracks and paving.

Commissioner Sanger asked if it will be possible for any vehicle to cross the raised right-of-way, and Mr. Williams replied, "At certain places".

Commissioner Sanger asked what provision will be made for pedestrian crossings.

Mr. Matoff replied there will be loading islands at designated places, and crosswalks with signals at various points.

Commissioner Sanger asked when the plan will be going forward for some approval.

Mr. Williams replied that it will be presented to the Port Commission January 24, 1979, for consideration. After that detailed working plans will be made. The area involved is largely Port property.

Mr. Matoff added that the project will be accomplished as a FAU street project.

Commissioner Sanger stated that it is a new proposal to him that the roadway would be designed both for rail and non-rail vehicles.

Mr. Williams explained that new alternatives are still being explored for the area south of Broadway, and Mr. Wentz stated that in that area there is a provision for extension to the Southern Pacific Station.

Mr. Peter Straus of the Municipal Railway Planning Department explained that south of Howard Street where a Muni Metro extension is proposed there would be complete separation between the tracks used by Muni and the Belt Railway Line. North of Howard Street Muni and the Belt Line would use the same track.

Responding to a question from Commissioner Pilcher, Mr. Straus said that Muni Planning staff will report back to the PUC when final plans are developed, which will be part of the 5-year plan.

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ITEM NO. 16--Calling for the retention of Municipal Railway terminal operations in front of the S.F. Transbay Transit Terminal in either its present or proposed new form as a matter of policy, and recommending to the S.F. Bay Area Transportation Terminal Authority that in its selection of a plan favorable consideration be given to a plan or combination of plans that will retain S.F. Municipal Railway Terminal operations in front of the S.F. Transbay Transit Terminal.

At the request of Mr. Tom Matoff, President Pilcher directed that this item be continued to the PUC meeting of February 27, 1979 in order that the City Planning Department, the Department of Public Works, and the Municipal Railway can put together a joint City agency position.

Resolution No. 79-0043--Authorizing staff of the Municipal Railway to advertise and circulate an RFP for consultant assistance involving preliminary engineering studies of alternate route alignments for extension of the J-Church streetcar line to the Muni Metro Center, preparation of preliminary plans and cost estimates for the proposed extension, and preparation of an EIR or other environmental documentation which may be required.

President Pilcher explained that the resolution states that no decisions will be made with regard to the route of the extension at this time.

Ms. Marian Aird said that she had with her 15 or 20 people from the San Jose, Dolores and Mission Terrace Neighborhoods, and 450 signatures of people who have strong objections to the extension coming through that area. She said these people would like much better communication with the staff of Muni Metro, as people in her area did not know anything about the proposed extension. She said the one person who found out took it as accepted fact from the way it was printed in the newspapers.

Mrs. Murphy of the Mission Terrace Improvement Club, asked who is doing the study, and if they are San Franciscans. She said the area where she lives has been defaced by the I-280 extension, and in one section there are 18 highway roads. The neighborhood also lost property to BART.

President Pilcher said there were 3 neighborhood meetings in November and December, and she asked how many people were present at these meetings.

Mrs. Aird replied that there were 5 people from her group present at those meetings, and they found out about the meetings only through small items in the local newspaper.

President Pilcher directed that Muni or TIP staff set a date to get together with this group.

Mr. Rino Bei, Program Manager, TIP, explained that letters were sent to every organization on the SPUR list.

Mr. Lynn Pio, Transit Environmental Coordinator, arranged to obtain names and addresses of interested persons after discussion concluded.

Ms. Schroeder said she has been representing the residents and property owners on Dolores Street, and has obtained over 500 signatures which she has presented to the PUC.

President Pilcher stated that public hearings will be held on this matter, and urged Ms. Schroeder to give her name and address to Mr. Pio.

Commissioner Flynn commented that Mrs. Murphy asked who will be doing the study. He said at this time it is not known whether or not San Francisco people will be doing it. The Commission is only authorizing the staff to seek someone to perform the study.

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Resolution No. 79-0044--Affirming that Alternative Scheme II for the reconstruction of Forest Hill Station is the concept to be developed toward final design and installation, and authorizing staff to present Alternative Scheme II to the appropriate Federal

and State historical preservation agencies with the stipulation that it is this Commission's desire to implement it as the recommended scheme.

President Pilcher stated that Scheme I and Scheme II which was requested by the Commission and mandated by the historical preservation groups, are to be considered.

Mr. James Wallsten, Sr. Architect, Municipal Railway, stated that consultant has generated a second scheme which keeps the existing station intact, and preserves the essential characteristics of design of the Recommended Scheme, or Scheme I.

Mr. Wentz stated consultant has done an exceptional job in being objective.

Mr. Peter Bank of the consulting firm said the first scheme is endorsed. Scheme I does not preserve the existing building, but in order to meet the requirements of the Historical Preservation Council it was necessary to come up with a scheme which preserves the existing building, which is Scheme II. It was recognized there could be tremendous cost in working beneath the building, so the basic approach was to stay away from the building and not to go beneath it. A scheme was developed for using the building as a vestibule for stairs from the street. He said this would mean a 2-station agent operation which was understood to be unacceptable. Consultant was able to incorporate into the plan the existing elevator duct shafts. This scheme is credible and quite viable, he said.

Mr. Peter Dodge of the consulting firm said Scheme I is a better scheme and a better station. It has better security aspects and better configuration of tunnel and platform areas. There is a possibility of getting a nice amount of light and air onto the platform area, and it returns the neighborhood to an open garden-like area. Scheme II preserves the existing building and provides a second entrance.

Commiss' r Sanger commented that the east side remains the same and is always the primary entrance.

Mr. Dodge said this is true and the existing building remains as a security problem. Also, there is the problem of passengers having to go through a short tunnel.

Commissioner McCrea commented that there could be television monitoring.

Mr. Dodge stated that the station agent can see to the mezzanine level in Scheme I, but not in Scheme II. At the platform level the preservation of the building blocks the ability to make this large space come more to the center of the platform.

Commissioner McCrea asked how many outbound passengers board there at peak time, and Mr. Dodge replied, "In a 5-minute period 250 people". The platform is 150 linear feet, he said.

Commissioner Pilcher inquired about incidents of security problems at Forest Hill Station as opposed to Eureka Station.

Mr. Curtis E. Green, General Manager, Municipal Railway, replied that it has been necessary to have security personnel assigned on a continuous basis. He said the station is not highly used today because of the security problem.

Mr. Dodge explained that consultant is trying to save part of the existing tunnel. He said an open area is better than having the building there, and there would be a possibility for creation of a park.

Commissioner McCrea said the 2 architectural firms have done a wonderful job, and are to be highly commended.

Mr. John Elberling said that something has been misrepresented concerning security. He said he is the director of a company building 600 units for the elderly. He commented that at the 16th Street and 24th Street BART stations a passenger does not know what is waiting for him at the top of the escalator. Muggers can be waiting in the trees at Forest Hill Station and traffic on Laguna Honda Boulevard does not provide for security. He said there is no substitute for having a store or restaurant at the site, and there is an opportunity to bring in a commercial use. The area would be safe until the restaurant closed.

Mr. Heinecke said a friend of his had his money taken at the station, and he favors taking it out.

Ms. Frances Miller, representing the Forest Hill Garden Club said her organization has found no one who favors retaining the existing building. There have been many experiences of vandalism and threats. She said many mothers take their youngsters to school, and some churches have committees to meet their members because of the many purse snatchings. She said that historical preservation is laughable, but restoration is different. Her organization has questioned 300 people and not one of them thinks there is an esthetic reason for maintaining the existing building.

Marcia Haldeman said that Muni has allowed the building to fall into a state of disrepair. She said it is a lovely old building and should be kept.

Mr. Maurice Klebolt, President, CAPTrans commented that the existing station was built by private contributions. (The Twin Peaks Tunnel and the Forest Hill Station were built by the City under the same contract, with financing coming from an assessment district.) He said Muni has lost its heritage in the City--only Forest Hill Station and Geneva Barn remain. Scheme II can be a more viable scheme. The building can be rehabilitated and security improved. There is a cry for commercial development and rental income. There is a handicapped community that would like a "kiss and ride" use in the building. If a park were built, Mr. Green would have to put more gardeners in the budget, or it would be a tragedy for the neighborhood.

Mr. C.J. Scollin, President, Forest Hill Association, stated that every neighborhood association has voted to have the station torn down.

Commissioner McCrea asked if it was presented in neighborhood meetings that the station, if it were preserved, would have its security enhanced.

A man in the audience stated that it was presented very well.

Mr. Richard Barton stated that he drives to Glen Park and takes BART to work because Forest Hill Station smells and is an unwholesome place to wait for a car downtown. He said the Forest Hill Association prepared a resolution that 13 neighborhood associations approved for the removal of Forest Hill Station, and favored Scheme I, the park setting.

Mr. Al Browning spoke in favor of Scheme I, and said the neighborhoods want that "nice non-architectural" building out.

Mr. Jay Turnbull, Staff Architect, San Francisco Architectural Heritage, said his organization prefers to have the building saved, and that it was built according to a philosophy that any civic structure deserved to be an ornament to the City. He said one person in a 300 feet long station is probably not sufficient to maintain security. Also, Scheme II does cost $600,000 less than Scheme I, and this sum could be deposited in the bank and the interest used to pay for the station agent.

Commissioner McCrea asked if a workable station could be developed without the west entrance.

Mr. Dodge replied that the west entrance would allow people to cross the street.

Commissioner McCrea commented that the only thing lost by leveling the existing station would be the convenience of those people who could have boarded at the west entrance, but could walk across the street.

Mr. Dodge replied that the surface crossing is not considered safe enough.

Ms. Carolyn Hegmeir of the West Portal Neighborhood Association stated that Scheme I was presented to that association while consultant was working on Scheme II. A meeting was arranged with Muni staff later, and the opinion expressed at that time was that Scheme I was preferable to Scheme II. She said no answer was forthcoming as to whether or not the existing building would be refurbished should Scheme II be chosen. She said she would rather disembark in a building, and questioned the exposure to light from the southwest as the fog comes from the West.

Mrs. Bland Platt, President of the Landmark Board, said her organization unanimously supports Scheme II. She said the proposed budget does include $211,000 for restoration and preservation of the building. Other amounts go toward that, but are not broken out. The building is eligible for national registry, and the Federal government feels strongly about the building.

Commissioner McCrea asked what test is applied at the Federal level as to whether or not to preserve the building and provide funding.

Mrs. Platt replied that one of the tests is dollars, and there is concern about architecture and history.

Ms. Dixon of Forest Hills asked if Seventh Avenue will be closed during construction, and Mr. Bei replied that it will be closed but there will be a detour road.

Commissioner Sanger commented that either scheme could be implemented exclusively on the West side at least at street level. The eastern portion could be cut off to save money.

Mr. Wallsten commented that there is not enough space to allow all of the interaction to occur on the West side.

Commissioner McCrea stated that the architects have come up with a scheme which allows the entire economic cost of what is being done on the surface to be divorced from what happens at the mezzanine level and below. He said there is only a fixed amount of FAU money available and he is not convinced that the surface treatment can be justified.

Mr. Bei stated that all of the numbers have been geared to what is happening right now. Something is being done for the years 1990 to 2000. The projection is 10,000 passengers per day in 1990.

Commissioner McCrea noted that a scheme is presented which could work with or without the East side entrance and with or without the existing building. He suggested building a platform level and a mezzanine level which is needed now, and excluding the surface level. An east side connection could be added later. He suggested considering the two issues separately.

President Pilcher said she is in favor of preserving the building with the provision that transit is improved in that area.

Commissioner McCrea stated that the architects should come up with an estimate of the cost and the potential benefit of adding the East side connection.

Commissioner Sanger asked if the FAU money is being allocated in lieu of the local share of the UMTA grant.

Dr. Christensen explained that with FAU funds the City contributes 17 percent, and with UMTA funds the City contributes 20 percent of the money. He said San Francisco can not use FAU money as the local share. Twelve million will be available from UMTA and FAU highway money. The City will put up the balance of the money. He said UMTA has indicated it will contribute $3 million based on a total cost of $15 million. FAU money can be expended on any project to improve transit. The Federal government looks upon FAU money as a substitute for UMTA funds.

Mr. Squire asked how the construction of the station will affect revenue.

Mr. Bei explained that the station will be taken out of service and a shield place over it. Cars will operate through the station without stopping, and all service will continue.

President Pilcher added that revenue service will be affected somewhat luring the course of construction, but will be enhanced thereafter.

Commissioner Sanger moved that the Commission adopt Scheme II as the recommended alternative scheme, and Commissioner McCrea seconded the motion, which was unanimously adopted by the Commission.

Commissioner McCrea said he would like the architects and Muni staff make an estimate of the money which could be saved in Scheme II by eliminating the East surface entrance and not providing any of the surface improvements, not for the purpose of doing away with them but for the purpose of evaluating whether that is the best use of FAU funds.

Commissioner Sanger directed that the possibility of a concession in the existing station be studied.

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ITEM NO. 20--Approving the concept of the establishment of the San Francisco Trust for Transit Heritage and urging the Board of Supervisors to do likewise.

Commissioner Flynn stated he would like to put this item over to the PUC meeting of February 13, 1979.

Mr. Maurice Klebolt explained that CAPTrans has been advised by counsel that the Secretary of State objected to the use of the word "trust". He said it will be changed to "institute".

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Resolution No. 79-0045--Approving application to the U.S. Department of Energy for 100 percent funding of a feasibility study of a cogeneration facility at San Francisco General Hospital and requesting the Board of Supervisors to approve said application and authorize acceptance of the funds to be expended under the direction of the Director of Public Works.

Commissioner Sanger said he is puzzled as to why the PUC is forwarding a Department of Public Works project to the Board of Supervisors.

Mr. Wentz explained that the project was developed by the Conservation Task Force of which he is the chairman. This task force is a function under the aegis of the PUC.

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Commissioner McCrea said he is disturbed that on the date the POM hearings are concluded the Commission must approve the 5-year plan for submittal to MTC. He commented that the Commission is being put into the position of having to rubber-stamp the work of the staff, and that the POM hearing schedules have slipped 5 months in the past year.

THEREUPON THE MEETING ADJOURNED: 5:05 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

SPECIAL MEETING

Room 300, 101 Grove Street

10:00 A.M.

January 29, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

John B. Wentz

GENERAL MANAGER OF PUBLIC UTILITIES

Romaine A. Smith

SECRETARY

Call To Order: 10:15 A.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioner John M. Sanger
Commissioner John F. Henning, Jr., arrived at 10:20 A.M.

Absent: Commissioner H. Welton Flynn (excused)

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0024 HH Awarding HH Contract No. 592-Sutter, Divisadero, Turk, McAllister, Fillmore and Gough Streets, Overhead Feeder Cable Removal and related work to Empire Site Development Corporation, San Francisco, California, in the amount of $5,672. (Power Improvement Program) (Deferred from meeting of January 23, 1979)

Vote: Ayes-Pilcher, McCrea, Sanger

Verbal Report from Warren Bartram on Muni progress in implementing UTDC recommendations for improvement of vehicle maintenance

Mr. Bartram stated that six months should be used to define the program and for follow-up. It is expected that the hiring of personnel will begin in the next month. He displayed a vehicle reliability graph and stated that a substantial increase in the level of effort must be mounted by the Muni to initiate implementation of all the recommendations. Most milestone dates are past due and implementation plans remain incomplete for many of the recommendations. In order that the Muni derive maximum benefit from this improvment program, implementation is required and achievable at a much earlier date. He stated that if the recent acceleration of activity in implementation is maintained, coordinated and properly directed, these required target dates are realistic.

Because of complications with the LRV program, Metro Center operations have declined. Implementation plans for some recommendations have not yet been formulated, while others require varying degrees of increased definition. The immediate development of an integrated recommendation implementation program is required. New target dates must be established to maintain momentum of the overall implementation program. He stated that the activity in the Control Room must be re-directed to place overall responsibility for recommendation implementation on responsible Muni Managers. This will then assure increased support and action for both recommendation initiation and in follow-up activities. Every person involved in this improvement program must accept his assigned responsibility to do his part in maintaining the Control Room in an up-to-date fashion. He stated that he did not want to underestimate what is required as it represents a great deal of effort.

Commissioner Sanger asked if he could recall, in general, the areas in which implementation is the most retarded in terms of the proposed schedule.

Mr. Bartram stated that in the management areas a lot of recommendations are difficult to implement. These are the ones that show lack of completion. He stated a great deal has to do with personnel and up-to-date work of the personnel department.

Commissioner Pilcher asked Mr. Eugene Momack, Director, Personnel and Training to elaborate on this matter of personnel organization.

Mr. Womack stated that this is an organizational problem and he will work toward getting the people together as soon as he talks with the personnel department at Muni and report back to the Commission.

Commissioner Sanger asked what kinds of recommendations would be affected by this gap.

Mr. Bartram stated a lot of management time has been spent on personnel matters, and at this time this is the main concern. Another problem area is the lack of accounting and vehicle maintenance data which are tied into the TIMS program. This is contributing to a morale problem. The men are being asked to do work which will build a history for these systems but the systems are not producing the information needed in the shops.

Commissioner McCrea asked if implementation at the shop level is ahead of that required by the support functions.

Mr. Bartram answered affirmatively.

Commissioner McCrea, directing a question to Mr. Curtis E. Green, General Manager, Municipal Railway, asked who in the management organization is responsible for coordinating the implementation of the program.

Mr. Green stated that Mr. George Duarte, Deputy General Manager, Engineering and Maintenance, is in charge of the program, and that Muni intends to give more time and effort to this project. He said there is no morale problem. He stated that Muni is called upon to do a job with resources which do not allow Muni to do its best. In the last three weeks the vehicle availability and vehicle reliability has improved tremendously and that Mr. Duarte and certain of his key managers should be congratulated. The progress Muni is making is very good, although it is not satisfied with the assistance received from Civil Service, but "I feel a great deal more confident today than three weeks ago".

Commissioner McCrea stated that Mr. Green and Mr. Duarte have other responsibilities and suggested that someone else be made responsible for the implementation and coordination of UTDC's recommendations. He then directed Mr. Green to come back to the Commission in three weeks with a plan of action.

Mr. Bartram stated he would like to see the new people who will be arriving in a month's time start off with the new procedures.

Briefing by Muni Metro Task Force on the current status of the Muni Metro program and plans for completing remaining items of work in order to assure an orderly start-up of revenue service

Mr. Farrel Schell, Program Director of Muni Metro Task Force, showed a slide synopsis regarding the Muni Metro Task Force. He stated that the Metro System has a number of functions to be performed, i.e., vehicle, escalators, elevators, maintenance, etc. --all equipment problems.

The Task Force has developed five (5) tools to deal with these and other problems. They are: (1) a master plan; (2) phased start-up of service; (3) schedule development; (4) communications and (5) action items or problem reports.

The soon to be published master plan is a system to specify and distinguish the requirements of the system. It will define the system itself. It is a tool for everyone to use and assign responsibility, and is considered the top level document. The master plan includes design, implementation and construction and will get wide distribution. The plan covers about 300-pages and includes maintenance, revenue collection, testing and acceptance and scheduling. It will also be used to answer questions regarding the Metro operation.

Mr. Peter Straus, Transit Planner, Municipal Railway Planning Division, stated the Task Force is proposing service initiation in phases. Phase "0" will not be subway operation, instead it will be shuttle service on the K-line between Balboa Park and West Portal. The first real subway operation will be Phase I, which is proposed on the N-Judah line. It is a relatively straight forward single operation. The N-line which carries over 26,000 passengers each day, is proposed as a weekday operation.

With respect to the "third tool", schedules, Mr. Schell stated that they are moving out on a two-week scale. The CPM is for internal monitoring of the work. Muni is in the process of improving the CPM and is working on a two-week up-to-date report, but neither method is predicting an opening date. The rails and girders have not been installed, the BART support needs to be activated, the subway ventilation needs to be complete, stations cleaned, and a Fire Department certification is an absolute requirement.

Mr. Schell "walked through" the CPM report and pointed out certain relationships which he identified as "families".

Commissioner Sanger asked if 16 weeks would be sufficient time for training operators.

Mr. Schell replied in the affirmative.

Commissioner McCrea asked Mr. Schell if he was generating reports by "families" and identifying who is responsible for what assignments.

Mr. Schell replied in the affirmative. He stated that the fourth tool is communications. They are holding meetings with Muni staff at 2-week intervals and are having a larger group turnout. He stated that the fifth tool is the action item which is a problem report. It is a bookkeeping device to keep track of problems as they occur. There is also a process of detecting problems, recording date and description. To-date there have been 102 problem reports issued and 64 are still active. A summary report is prepared monthly and outlines all of the findings. The problem report is a mixture of problems and they come from a very wide range of activities. The electrical shop has problems in finding money, the subway ventilation needs to be defined, the Metro Center needs a stationary engineer, the escalators and elevators need attention, and the emergency telephones are not complete and need work. The signal system has passed through the critical period, but overhead wiring is still a problem.

Status of the LRVs

Mr. Schell stated that five (5) LRVs have been accepted, four on Friday and 6 are going through the 30-day acceptance test. He stated that they are coming at a theoretical rate of two per week. The last car will be on the assembly line in April. The thermo-testing--running upgrade in the tunnel--has been successful and has been discontinued. The doors continue to give problems. Rail wear measurements are taken monthly at certain key points. The signal system is nearing the end of completion. The electrical system has three (3) different kinds of pickups and each represents a different thing. They were designed to be compatible, but it is an awkward design at present. The Fare Collection equipment will be completed in February, 1980, but in the meantime an interim Fare Collection system is needed.

Personnel for Metro Center

There are approximately 61 positions approved for hiring and only two (2) out of these 61 positions have begun work on the date expected. There is a slight communication problem as opposed to human error.

Commissioner McCrea asked if that was in the scope of Muni, or did it involve any other departments in their operations.

Mr. Schell replied not particularly Muni, but in other departments also. However, this is not a priority problem.

Muni Metro for elderly and handicapped

Explaining that it is PUC policy for Muni Metro to be accessible to the elderly and handicapped, he showed drawings of the interior of the floor of the cars and gave measurements for wheel chair usage. He stated that the BART agreement is that we have a work order process.

Commissioner Sanger asked if they are prepared to make recommendations to alleviate this problem.

Mr. Schell stated expanding the organization will help, as we need more people to react.

Commissioner McCrea asked about the dates of operation.

Mr. Schell replied that Phase 0 in March looks "real", and that Phase I could go into operation in September and when passenger carrying service commences there will be sufficient trained operators.

Commissioner Sanger asked if the decision to leave the M-line out of Phase II is definite.

Mr. Peter Straus, stated that it will operate either with buses or streetcars. The operation of the PCC will be limited to the J-line.

Commissioner McCrea asked if this is another priority problem, and Mr. Schell replied affirmatively. He stated that there is need for some help in various areas.

Commissioner Pilcher asked who would be doing the repairs in the subway.

Mr. Schell stated that repairs would be done by BART or an outside firm.

Commissioner McCrea stated that the State PUC has good resources, and asked if it could inspect Muni's operation as an independent auditor to verify that Muni has all its safety problems in the subway under control.

Mr. Schell replied that the State has no jurisdiction in this matter.

Commissioner McCrea asked if staff had consulted with the State in any way regarding subway operation.

Mr. Schell replied no.

r. Maurice Klebolt, President CAPTrans asked about the security or these vehicles.

r. Green commented that 100 positions are provided to insure dequate security and clean-up in the tunnel. He stated that erhaps CETA workers could be used in this regard.

ommissioner McCrea stated that the area is not alequate for toring 40 or 50 vehicles.

r. Green stated that Muni is working on several projects in the ext month to provide adequate security, and that he would get ack to the Commission regarding this situation.

ommissioner Pilcher asked if staff was working with the Transport orkers' Union.

r. Green replied in the affirmative and stated that a meeting is cheduled for January 30, 1979.

r. Samuel Walker, representing TWU Local-250A, stated that the irst revenue operation is to go into effect in March, but he as not aware of this date.

r. Edward Murphy, Assistant Chief, San Francisco Fire Department emarked on the seat inserts on the vehicles. He stated that he Fire Department was "not at all happy"with the neoprene seats.

HEREUPON THE MEETING ADJOURNED: 12:10 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:07 P.M.

February 13, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

John B. Wentz

GENERAL MANAGER OF PUBLIC UTILITIES

Romaine A. Smith

SECRETARY

Call To Order: 2:07 P.M.

Present: Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

Absent: President Claire C. Pilcher

In the absence of President Pilcher, Vice President Peter McCrea presided over the meeting.

The minutes of the regular meeting of January 23, 1979, and of the special meeting of January 29, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0048	GO	Accepting with regret the resignation of John B. Wentz, General Manager of Public Utilities.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Henning, seconded by Sanger, the following resolution was adopted:
79-0049	GO	Approving the appointment of Eugene J. Kelleher, to the position of General Manager and Chief Engineer of the Water Department.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0050	HH	Approving Department of Public Works' proposal for construction of new street lighting, south of Market area, Contract No. 5.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0051	HH	Authorizing bid call for HH Contract No. 602-Tunnels and Pipelines, Moccasin to Alameda East Portal, General Repairs. Estimated Cost: $71,300.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0052	HH	Awarding HH Contract No. 591R-Cherry Road Slide Repair-to R.A. Nemetz Construction Co., of Redding, California, in the amount of $73,880.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0053 HH Accepting as satisfactorily completed work under HH Contract No. 595-Moccasin Sewage Plant, Replace Sanitary Sewer Line; approving credit modification of $967.91; and authorizing final payment of $3,003.63 to Nielsen's Inc., Contractor.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0054 W Awarding WD Contract No. 1754-6-Inch and 12-Inch Ductile Iron Main Installation in Homewood Place-to Dalton Construction Company, South San Francisco, California in the net amount of $58,347.50.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0055 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $778.06, month of January, 1979.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0056 M Accepting as satisfactorily completed work under MR Contract No. 642-M-Line Track Reconstruction, West Portal Avenue, Ulloa Street to St. Francis Circle; approving credit modification of $7,791.11; and authorizing final payment of $59,240.39 to McGuire and Hester, Contractor. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0057 M Approving traveling expense voucher, amount $663.63, incurred by Harvey A. Katz, Assistant Coordinator of Elderly and Handicapped Programs, in his trip to Boston, Massachusetts December 10-14, 1978, to attend a 504 Compliance Seminar and meetings with officials of the MBTA, the EOTC, and transportation consultants.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0058 M Awarding Contract No. MR-717-Potrero Car House Paint Shop Washroom-to Henry L. Chapot & Associates, San Francisco, California, in the amount of $19,527. (System Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0059 M Awarding Contract No. MR-646R-Market Street Subway, Subway Platform Extensions-to Hugh R. Anton, Millbrae, California, in the net amount of $94,913. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0060 GO Confirming transfer of funds under $10,000 and allotment requests, submitted by departments under PUC jurisdiction during the fourth quarter 1977-1978, totalling $894,721.50.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0061 HH Authorizing the General Manager of Public Utilities to execute a 1,750 sq. ft. lease to Southland Corporation for purposes of landscaping, paving, ingress and egress of certain property under the jurisdiction of Hetch Hetchy Water and Power located at the southwest corner of O'Shaughnessy Boulevard and Portola Drive, San Francisco, commencing July 1, 1979 and terminating June 30, 1999, at a monthly rental of $220 for the period of July 1, 1979 through June 30, 1982, the rental rate to be adjusted on July 1, 1982, and thereafter at three-year intervals.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0062 M Adopting San Francisco Municipal Railway Disciplinary Procedure dated January, 1979, for a period of 30-days.

Vote: Ayes-McCrea, Flynn, Sanger
No- Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0063 M Authorizing staff of Municipal Railway to advertise a Request for Proposals for contractor assistance in the collection, sorting, counting and delivery of passenger revenue.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0064 M Authorizing payment of judgment rendered against the Municipal Railway under Superior Court Action No. 735-973, Homer J. Olsen, Inc., vs. City and County of San Francisco in the amount of $37,810.19 plus $1,795.40 interest. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0065 PUCC Upgrading computer capability of the PUC Computer Center to an OS/VS-1 operating system to implement TIMS.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0066 PUCC Procurement of TIMS Inventory Module-approval of $33,000 to purchase computer programs and implementation of system.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0047 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $377,781.61.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS

Vice President Peter McCrea read a memorandum to the Commission from Mr. John B. Wentz, General Manager of Public Utilities, submitting his resignation (copy attached). In the memorandum Mr. Wentz stated he intends to leave his office at the close of business on February 16, 1979, and resign from the payroll at the close of business on May 31, 1979, at which time his accumulated vacation and overtime will have been used up.

He expressed pride in what he has been able to accomplish under very trying circumstances, and noted that in spite of the position's frustrations, it has been a stimulating experience. He expressed his thanks to the Commission and to the citizens of San Francisco for the privilege of service.

Commissioner McCrea stated that the Commission has a great deal of pride in the work Mr. Wentz has done, and has received the memorandum of resignation with a certain sadness.

Commissioner H. Welton Flynn stated that he has enjoyed the years Mr. Wentz has been with the PUC. He made a motion to accept the memorandum of resignation, adding that Mr. Wentz knows better than anyone else that the motion is not made freely, but at the request of Mr. Wentz.

Commissioner Henning seconded the motion, which was unanimously passed by the Commission.

Commissioner McCrea, speaking on behalf of the Commission, stated that the two years that Mr. Wentz has been General Manager of Public Utilities have been productive due to his efforts, and extended his gratitude and thanked him on behalf of the citizens of San Francisco.

REPORT OF THE GENERAL MANAGER-Mr. John B. Wentz
J-Line Extension

Mr. Curtis E. Green, General Manager, Municipal Railway, stated that a public meeting on the J-Line extension has been scheduled at Denman Jr. High School on Saturday, February 24, 1979, at 10:30 a.m., and that Supervisor Don Horanzy has been invited to attend.

Cable Cars

Mr. Green said on February 9, 1979, the lines were shut down at 6:15 a.m. due to a broken sheave at Bay and Taylor Streets. The 60 and 61 lines were back in service at 7:30 p.m. that evening. Shuttle buses were used in the interim on all three lines. Necessary parts have been obtained, and the entire system should be in service at least by the morning of February 14, 1979.

Duboce Street

Mr. Wentz stated that the Director of Public Works will hold a hearing on the treatment of Duboce Street at 10:00 a.m., February 16, 1979. A recommendation will be made by the Director of Public Works and then the matter will go to the Streets and Transportation Committee of the Board of Supervisors.

Responding to a question from Commissioner John M. Sanger, Mr. Wentz said staff would prefer the Commission's position that the street remain closed. The hearings will be held on two alternatives-either that the street remain closed or that there be a raised right-of-way.

Board of Supervisors

Mr. Wentz reported that on January 29, 1979, the Board of Supervisors approved a supplemental appropriation for replacement of Title II cable car system maintenance workers.

The Finance Committee on January 31, 1979, approved a supplemental appropriation for 28.6 maintenance employees in the amount of $391,121.

The Legislative Committee on February 2, 1979, approved PUC requests for legislative action. Modification of the 75 percent limit for capital requirements in TDA regulations, and extension of the EIR waiver established in SB1733 were approved. Ed Gerber is pursuing appropriate actions by the State Legislature.

The Finance Committee on February 7, 1979 approved the "lock box" program for bank collection of water bills.

Public Hearing

Ms. Romaine A. Smith, Secretary, Public Utilities Commission, announced that a public hearing has been set for February 27, 1979, at 2:00 p.m., to consider granting an exception to the existing rates and fares charged by the Municipal Railway to allow the Explorer Boy Scouts to ride free aboard the Muni system on March 24, 1979, in conjunction with an R.T.A. demonstration project.

Eugene J. Kelleher

Mr. Wentz recommended that Mr. Eugene J. Kelleher be appointed to the permanent position of General Manager and Chief Engineer of the Water Department, effective February 14, 1979.

On motion of Commissioner McCrea, seconded by Commissioner Henning, the Commission unanimously voted to appoint Mr. Kelleher as General Manager and Chief Engineer of the San Francisco Water Department.

Mr. Kelleher expressed his appreciation to the Commission and to Mr. Wentz, and said he is sorry to see Mr. Wentz leave. He commented that he has been with the Water Department since 1950, and will continue to serve to the best of his ability.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS
Assaults on Operators

Commissioner H. Welton Flynn referred to a letter from Mr. Green to Mr. Wentz dated February 9, 1979, regarding assaults on Muni drivers. The "no fare, no ride" policy has been in effect for five weeks. The number of assaults has increased 40 percent as compared to 16 percent last year. This policy was approved on a trial basis. Commissioner Flynn commented that the policy deserves serious consideration.

Mr. Green stated that Muni staff shares Commissioner Flynn's concern, so much that a meeting was held February 12th with the Chief of Police who is also alarmed and will double police efforts at patrol as much as possible. Mr. Green noted there has been an increase in revenue of 15 percent over the similar period last year. However, BART has been down, which has also been a factor. He said revenues have increased because of the on-going good job of the operators in challenging those people avoiding paying fares. There have been a number of arrests, he said.

Commissioner Flynn requested that a report be made to the Commission on this matter in a month. He also asked for a report on the lost time suffered by drivers as a result of assaults.

Commissioner McCrea asked if there is any correlation between assaults occurring on vehicles not radio equipped and those which are radio equipped.

Mr. Green replied that assaults are happening largely on radio equipped vehicles.

Commissioner Flynn asked if assaults are happening on the same lines, and Mr. Green replied that they are happening all over and at random.

Mr. John T. Squire, President, TWU Local 250-A, stated that since Mr. Green's memorandum dated February 9, two more assaults on drivers have occurred. He said the union is concerned and has some definite suggestions. He noted that a letter has been sent to the Commission.

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Resolution No. 79-0061--Authorizing the General Manager of Public Utilities to execute a 1,750 sq. ft. lease to Southland Corporation for purposes of landscaping, paving, ingress and egress of certain property under the jurisdiction of HH Water and Power located at the southwest corner of O'Shaughnessy Boulevard and Portola Drive, San Francisco, commencing July 1, 1979 and terminating June 30, 1999, at a monthly rental of $220 for the period July 1, 1979 thru June 30, 1982, the rental rate to be adjusted on July 1, 1982 and thereafter at three year intervals.

Mr. Wentz commented that this land was purchased many decades ago when it was thought that it might be the terminal for Hetch Hetchy water. The City subsequently purchased the Spring Valley Water Company and was able to use Crystal Springs Reservoir, so the land was never utilized. He said Hetch Hetchy may not be making the most use of this property and he has directed the Land Management Division of the Water Department in conjunction with the Real Estate Department to analyze and report back to the Commission on this property.

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Resolution No. 79-0062--Adopting San Francisco Municipal Railway Disciplinary Procedure dated January, 1979 for a period of 30-days.

Mr. Green stated that Muni is recommending adoption of a Disciplinary Procedure document dated February 1, 1979, to be effective March 1, 1979. Muni has a "MOU" with the union and a Rule Book governing disciplinary procedures. Over a year ago Muni was persuaded by the union that it would be better to rely on a set of rules dealing more with conferences with employees in order to reduce suspensions and gain employee time on the job. A six months trial program was instituted with the new guidelines, and two extensions were granted by the Commission, the last one ending today.

Mr. Green stated that Muni's experience with the New Disciplinary Procedure has been unfavorable, as management did not obtain the expected results. Suspensions did decrease, but less tardiness, miss outs, etc. did not result. Muni indicated to the union that it wished to negotiate out of the guidelines those elements which were not to Muni's best interests.

Muni staff met several times with union representatives, and the result is a document listed as item No. 4 which is Muni's recommended Disciplinary Procedure. Item No. 3 (pink sheets) is the Municipal Railway's original proposal. Subsequently, Muni held a series of meetings with the union, and negotiated down to item No. 4 (green sheets) which is now Muni's recommendation to the PUC. Even so, Muni was not able to get from the union an uncontested document. The TWU's recommendation is item No. 5 (yellow sheets).

Mr. Wentz explained that the green sheet is the document to work from. The points on which the union disagreed are asterisked, and the underlined items are the items which were added from the white sheet (item No. 2). Muni staff did agree to modify four (4) points which are as follows: (4b) on the green sheet is "Failure to call streets and points of interest". The union was concerned that operators would have to call out points of interest. Muni agreed to issue a list. On page(2,3f) reads, "Pulling out wrong car or coach". Muni agreed to add "without proper authority". (3g) reads, "Running sharp". Muni agreed to add an explanation that this is based on line checks. Page 3, under "C.2" reads, "Corrective Case Interview with Superintendent of Transportation or his representative. May be given retraining"without pay and/ or suspension." This was changed to read "with or without pay and/ or suspension". However, there still remain some asterisked items.

Mr. Green stated that at a meeting in Mr. Wentz's office Mr. Squire did present Muni staff with a statement from the Charter he interpreted to mean that because of the inability to negotiate an agreed to statement there was an impasse situation.

Mr. McMorris M. Dow, Utilities General Counsel, said the first difficulty is that Muni has an agreement signed by Mr. Green, Mr. Bartholomew and union representatives to accept the new Disciplinary Procedure for a trial period. If this agreement is terminated, or after the trial period it is decided not to make it permanent , the disciplinary procedure which existed previously shall be in effect. He said it would be a cleaner procedure if the Commission did away with a trial period and served notice that Muni no longer wishes to be bound by the new disciplinary procedure, and begins anew on negotiating another procedure.

Commissioner Sanger asked if this would mean automatically reverting to the MOU, and the old procedure.

Mr. Dow replied, "yes". He said the old agreement has no termination date. An impasse, he said, comes out of the Administrative Code, and provides the last resort for binding arbitration. It can not be employed by a Commission which is charged to adopt rules for its employees.

Commissioner Sanger asked what the Commission's authority is with respect to approving disciplinary rules.

Mr. Dow replied that the Commission's authority is to adopt rules for the governing of its employees that are also in a sense working conditions. It is necessary to meet and confer.

Commissioner Sanger asked if the procedures in effect prior to adoption of the new Disciplinary Procedure on a temporary basis were the result of "meet and confer" sessions held previously.

Mr. Dow replied that previously all Muni had was rules, and the severity of discipline depended on what management decided.

Mr. Green added that rules are the result of negotiation with the union. It was decided to write in some guidelines as to how a supervisor should act.

Commissioner Sanger commented that this was to stop automatic suspensions for violation of the rules. The rules have remained the same, and the union gave up the right to file grievances.

Mr. Squire stated that the Commission is only getting half truths. Three or four meetings were held, and an impasse was reached on certain items. The former system was very punitive, and was not being applied uniformly. The union asked Muni to exchange information, and to date has not received any data to support the contention that the new Disciplinary Procedure does not work. The TWU can prove that it does work and that the number of work hours has increased. Mr. Squire gave copies of the Employee Relations Ordinance to the Commission, and stated that the Commission is not being given the basic information needed to make a decision regarding the working conditions and livelihood of some 1800 people. He said the union does not totally agree with Mr. Bill Henderson's report..

Commissioner McCrea commented that the Commission could vote to cancel the temporary agreement, and instruct Muni to meet and confer with the union to establish modifications to that portion of the MOU covered in these procedures, and then report back to the Commission. A second option would be to grant another temporary extension, and during the interim the existing rules would remain in effect. In the other alternative the MOU would be back in effect.

Mr. Wentz commented that Mr. Squire has written a letter to the Mayor and Mr. Dow stating that the Commission must resolve an impasse.

Commissioner Sanger asked Mr. Green to describe the situation which existed before the new Disciplinary Procedure went into effect.

Mr. Green replied that the prevailing factor was that operators were being suspended. You then lose the person and make up by hiring someone to work at time-and-a-half, or leave the coach in the barn. He stated that under the new procedure suspensions have been cut a tremendous amount, but miss outs, sick outs and other indicators have not shown the high level performance expected.

Mr. Squire asked the Commission to instruct staff to show the union some documentation. Commissioner McCrea said staff would be so instructed.

Commissioner Sanger asked Mr. Dow if there is anything to prevent an extension of the temporary disciplinary procedure with modifications.

Mr. Dow replied that if the union consents there is no problem.

Commissioner Sanger asked if the union would object to an extension of the temporary disciplinary procedure with modifications in order that a new version could be tried out.

Mr. Squire replied that the union would like to have some input into the modifications.

Commissioner Henning commented that the green sheet is the result of negotiations. He moved adoption of the green sheet on a temporary trial basis for 60- days. He said this would be in lieu of the MOU, and that the green sheet is the result of collective bargaining.

Commissioner Flynn commented that there are a few asterisks (items still not agreed to by the union), and Commissioner Henning replied that management and labor would have to work this out during the 60-day trial period.

Commissioner Henning's motion died for lack of a second.

Commissioner Sanger commented that the union agreed not to bring grievance proceedings on less than suspension penalities, and stated that there is always a right to bring grievance proceedings.

Mr. Dow stated that that is correct. He said one of the issues is the severity of punishment under the old procedures.

Mr. Squire stated there were two (2) items the union was told were non-negotiable.

Commissioner McCrea moved that the temporary procedure be extended for a period of three (3) months with the pink sheet rules as the basis for extension, subject to the agreement of the TWU. If the union does not agree, the disciplinary procedure will revert back to the MOU.

Commissioner Sanger asked what period of time would be adequate to do an assessment.

Dr. Henderson replied that it would take six months to a year. He commented that the Commission is looking for something as an interim step from the old procedures to some new procedures.

Commissioner McCrea stated that the Commission would like to have something in effect rather than the MOU. He said he would like to change his motion that subject to the agreement of the union, the Commission would extend the temporary procedures to 30-days from today using the pink sheet rules, and that failing to obtain union concurrence disciplinary procedures will revert to the MOU.

Commissioner Flynn seconded the motion. Commissioner Sanger voted "Aye". Commissioner Henning voted "No".

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Commissioner McCrea announced that there would be a public hearing at 5:30 p.m. this date in the Lurie Room of the Main Library to consider revision of schedules of rates and charges to be charged for water service in San Francisco and suburban areas.

THE MEETING RECESSED AT 3:22 P.M.

5:42 P.M. THE MEETING RECONVENED.

Present: Vice President Peter McCrea, Commissioners H. Welton Flynn, John H. Sanger

Absent: President Claire C. Pilcher, Commissioner John F. Henning, Jr.

ITEM NO. 14--PUBLIC HEARING--to consider revision of schedules of rates and charges to be charged for water service in San Francisco and suburban areas, with lifeline rates, or without lifeline rates.

Mr. Eugene J. Kelleher, General Manager and Chief Engineer, Water Department, stated that on December 12, 1978, a $42,329,799 budget was approved by the PUC. This would have required an 18 percent rate increase. At the time of the budget submittal the Commission was informed that October figures were tentative. The Water Department will be before the Commission on February 27, 1979, asking for approval of a supplemental appropriation to reflect new and updated information. The Water Department is not hiring certain positions during the next fiscal year, and the overall budget will be reduced by $744,696. This decrease when combined with other modifications to unappropriated revenue will allow the rate increase requirement of 18 percent to be reduced to 14 percent. The total modified budget is 10 percent over expenditures this fiscal year.

Mr. Kelleher referred to a chart listing five (5) major expenditures. The first is an item of $2,350,000 additional payment to Hetch Hetchy as an emergency measure to make repairs to HH pipeline No. 3, and in itself would constitute a 7 percent rate increase.

The Department is asking for $566,171 to finance bond interest and redemption for the sale of $8 million worth of bonds to perform projects under the 1972 bond fund, such as installation of feeder mains, completion of phase II of the Central Control System, construction of Crystal Springs pipeline No. 3 and San Andreas Pipeline No. 3 on the Peninsula. Failure to perform these projects will result in increased costs in the future.

Salary increases in the amount of $450,000 will be needed in the next fiscal year.

Facilities maintenance will cost $1,081,000 and capital projects will cost $247,000. The Department is installing new water mains at the rate of 2 miles per year. Three million feet of pipe in San Francisco was installed prior to 1938 without cement lining, and is corroded and rusted. Approximately 360 miles of pipe were installed prior to 1895 in the downtown, South of Market and Marina areas. This pipe is now capable of a carrying capacity of only 50 percent, and is inadequate for fire protection. If the Department fails now to proceed with the 50-year main installation program, a massive future bond issue would require an increase in the price of water, and would cause severe downtown disruption and traffic congestion in the area. This program was delayed last year due to the drought.

Mr. Kelleher stated that these items represent a 14 percent rate increase. This increase can be applied in two ways.

The increase can be applied across the board to all service charges and water delivery charges inside and outside San Francisco. This would raise the single rate block in San Francisco from 37¢ per unit to 42¢ per unit. The cost to a consumer using 6 units would be $4.92 every two months. The average consumer uses 14 units, and the cost of water would go from $7.28 to $8.28.

The Commission asked about the feasibility of a lifeline rate at the time of the last public hearing. The Department has concluded that a lifeline rate is feasible if applied only to single residential family units. Staff is recommending that lifeline rate of 25¢ per unit be established for the first 6 units. For all water delivered above 6 units there would be an increase in cost from 42¢ to 44¢ per unit, and the average residential user would receive a 7¢ per month raise. The establishment of a life-

line rate has the effect of reducing bills to smaller consumers and has a very small effect on the average user. It will increase the price of water to larger users and to apartment houses by about 10¢ per unit. Staff investigated applying a lifeline rate to all units, including apartments. The average apartment dweller would save 42¢ a month, but it is felt the 42¢ will not be returned to the renters. In creating a lifeline rate to everyone the average user will pay an increased rate of 35¢ per month instead of 14¢ per month. Mr. Kelleher commented that during the drought 5 people in a single family residence were able to get by on 14 units bi-monthly. Apartments use about 11 units bi-monthly. He said the average apartment dweller in San Francisco without lifeline would be increased about 35¢ a month.

Commissioner Sanger asked who would be impacted and how.

Mr. Kelleher replied that only individually metered customers would receive a savings under the lifeline rate. Apartment owners would pay 10¢ a month more per unit.

Commissioner Sanger commented that staff has determined that it does not consider it feasible to extend the lifeline rate to all households in the City. He asked why this conclusion was reached, since there is a lifeline rate granted under the sewer service charge.

Mr. Kelleher replied that staff could develop a lifeline rate for all households.

Commissioner Sanger commented that savings would not be passed on to apartment dwellers,and the average single family user would be more adversely affected.

Mr. Kelleher was asked the reason for recommending a partial lifeline rate.

He replied that it would slacken the blow of a rate increase, and would increase the price of water to larger units by 2¢ per unit. With the increase to larger users there will be more money for the main replacement program.

Commissioner Sanger asked what will be contributed by non-residential users in San Francisco, and Mr. Kelleher replied he does not know, but about half of the users are commerical users.

Commissioner Flynn asked if Peninsula users would be paying 2¢ more per unit, and Mr. Kelleher replied that suburban users would have a flat 14 percent increase. This is due to a Court injunction.

Responding to a question from Commissioner McCrea, Harold Guetersloh, Chief Accountant, Water Department, stated that single family dwellings in San Francisco pay about one-half of the cost of water in San Francisco.

Commissioner McCrea opened the meeting to the public.

Mr. W.B. Kunzig, President, Residential Hotel Owners Association of San Francisco, stated that most of these hotels have been referred to as working men's hotel. However, there are no seamen anymore, nor many longshoremen. He stated that 80 percent of the people in residential hotels are on general assistance. The owners are small businessmen, and some hotels have failed and some are marginal. He asked why home owners should get a preference over some poor person, and said everyone should help foot the bill.

If the small businessman must pay increased rates he must pass it on as increased rent. He asked why hospitals should pay more, and noted that hospital rates would have to be increased. He stated that in 1977, Hetch Hetchy funds of more than $5 million went to the Municipal Railway, and asked if money is still being sent to Muni.

Mr. Kelleher replied that some Hetch Hetchy funds are still going to Muni, but not Water Department funds.

Commissioner Flynn commented that if funds were kept in the Department they would have to be divided with the Peninsula customers, and it would be more difficult for the City to run the Municipal Railway.

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Mr. Jim Rourke objected to any raise in rates. He stated he is a senior citizen property owner, and his funds are limited. He noted that during the drought the Department educated the people very well. Now, because of the lack of income, people are going to be penalized.

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Mr. Patrick J. Brady, retired home owner, stated that his pension is not that much, and that he is in opposition to a raise in water rates.

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Mr. David J. Miller, attorney representing the Bay Area Water Users Association, made a presentation on behalf of the suburban water customers, a copy of which is attached hereto and made a part of these minutes.

Mr. Miller commented that the proposed rate increase would apply to all customers, and said he is pleased that this approach is being taken. He stated that the suburban water customers have no comment on the merits of the lifeline rate. Acceptance of this internal adjustment is made on the assumption that it will have no impact on suburban customer rates.

Mr. Miller stated that there are two particular areas of the report which warrant discussion.

There is concern on the ever increasing magnitude of Hetch Hetchy charges. There is a $9.5 million line item for "Purchase of Water". It is recognized that there is a major item for repair of Hetch Hetchy facilities. Approximately a year ago the Commission approved charges for hydroelectric power generated by Hetch Hetchy at rates unrelated to the cost of that power. The suburban water users expressed concern, and it is suggested that further consideration be given to the basis on which Hetch Hetchy charges are imposed. These funds have found their way into the general fund of the City.

The second point concerns the proposed "Facilities Maintenance Program"--an expenditure of nearly $4.5 million, over $4 million of which is for main replacements within San Francisco and for feeder mains in the City. Also, the increase in debt service from the sale of more revenue bonds is attributable, in part, to the use of these bonds for construction of feeder mains in San Francisco. Mr. Miller said the question is one of the propriety of requiring participation from suburban systems. This issue has been raised in pending litigation. The Hetch Hetchy System should be funded separately, he said, and suburban customers should not be asked to bear any cost associated with the distribution system.

Commissioner McCrea asked what the suburban customers have done to institute a rate structure.

Mr. Miller replied that he can not speak for all resale customers, but that rate structures have been set on a fixed basis, and the Water Department has the rate schedules pertaining to suburban customers.

Mr. Kelleher stated that all customers have a block discount rate. The San Joaquin Pipeline No. 3 will cost $4,300,000, and was developed for suburban customers.

Commissioner Sanger asked if it is appropriate to consider granting discounted rates for volume of use by resale customers.

Commissioner McCrea stated that rates should be established on the basis of actual cost.

Commissioner Sanger commented that the PUC has no control over the cost incurred outside of its jursidiction.He asked about the increasing consumption of non-City users.

Mr. Kelleher explained that San Francisco is now at 82 percent of normal usage, and the peninsula is at 85 percent of normal usage. He stated that much of this is growth within peninsula systems, and added that the total bill is much less on the Peninsula because of the sewer service charge, which is a factor in San Francisco.

Ms. Marguerite Warren, speaking for herself, asked if peninsula users bring their pipes to the San Francisco pipeline.

Mr. Kelleher replied that they must connect their systems to large Water Department pipelines.

Ms. Warren asked about the bond issue redemption.

Mr. Kelleher stated that the Department has not sold the bonds, but has permission to sell them.

Ms. Warren said she thought the redemption of bond issues was taken out of sales taxes.

Commissioner Sanger said this was the case only for BART.

Ms. Warren asked about salary increases, and Mr. Kelleher replied that the Water Department is estimating a 6 percent increase in salaries, which will come out of unappropriated revenue. He said Civil Service has made recommendations for City-wide increases in salaries, and if these are not accepted the money will not be spent.

Ms. Warren asked if the Department is not already getting enough money for facilities maintenance, and Mr. Kelleher replied that the Department surplus at the end of 1977-78 goes to help fund the coming budget. He stated that the only money going to Hetch Hetchy is $9-1/2 million for operations related to the Water Department only.

Ms. Warren commented that the City keeps improving and enlarging the Water Department, and the attitude of other communities should change.

Mr. Kelleher commented that the Water Department must maintain and improve the system so it can handle the existing supply more efficiently, but that it is not enlarging it at this time.

She asked how much money San Francisco would lose from the lifeline rate, and Mr. Kelleher replied, "$600,000".

Mr. Wentz added that this money would have to be recaptured from large businesses.

Responding to a question from Ms. Warren about the waste water program, Mr. Kelleher explained that the Water Department only collects for that program, and Mr. Wentz added that the sewer service charge is not based on rate, but on quantity.

Ms. Warren commented that many people have not restored lawns and gardens and are dropping to a lifeline rate.

Commissioner McCrea noted that the sewer service rate itself will lower consumption faster than a lifeline water rate. He asked if Ms. Warren would like the Department to defer expenditures.

Ms. Warren replied that the Water Department and Hetch Hetchy must have funds, and that she does not want Muni to get surplus money. She said she would increase charges to communities down the peninsula.

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Mr. Walter O'Donnel, representing senior citizens, asked how much of the facilities maintenance money and bond interest and redemption money is going to be used down the peninsula. He also commented that in the Sunset District there are many flats whose tenants can not get lifeline rates. Also, downtown citizens live in housing projects and their rents are going to be raised.

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Mr. Thomas McManus, of Friends of the River, recommended the lifeline proposal, and said this will encourage people to conserve water. He said he applauded Palo Alto for charging more as more water is used. The water saved, he said, can restore life to the Tuolumne River, and water conservation can save energy. He asked that the fourth pipeline planned to increase the amount of water brought from the Tuolumne River be reconsidered.

Commissioner McCrea stated that the fourth pipeline is not included in any of the rate proposals.

Commissioner Sanger noted that each qualified single family user will save about $6 per year.

Mr. Kelleher stated that this would apply to individually metered single family residences.

Commissioner Sanger stated that that is one reason he objects to the lifeline rate. It does not extend to flats and to small apartment buildings, and a single family owner would save $6 a year while every apartment dweller contributes about $1.50 a year. He stated that as it is proposed he is opposed to the lifeline rate because he does not consider it a true lifeline rate. It is prejudicial to those who have the greatest difficulty affording the cost of necessary utilities. It would benefit only those who own single family homes. In addition, he said he would like to see something that encourages conservation.

Commissioner Sanger moved adoption of revised schedule of rates and charges on a flat rate basis.

Commissioner McCrea seconded the motion.

Commissioner Flynn stated that he would support something completely different--a lifeline rate for 6 and 12 unit users, and a flat rate for all others. This would apply to all residential units.

Mr. Kelleher stated that if lifeline rates were applied to 6 and 12 unit users in all residential units, practically all apartments would benefit, but single family dwellings would not.

Commissioner Flynn stated that he trying to do something for the poor and disadvantaged.

Mr. Kelleher said a 6-unit universal lifeline rate would raise the rate 51¢ to all other users in San Francisco. There would be about a 42¢ per month savings to apartment house units. He said that if the benefit is given to apartment houses and it goes into the owners' pocket, he would recommend that lifeline rates not be used at all. He said there would be a big impact on commercial and industrial users in San Francisco.

Commissioner Sanger commented that Schlage Lock Company is one of the last remaining industries in San Francisco, and is a heavy water user. He asked if an attempt has ever been made to develop a special rate structure for industrial users.

Mr. Kelleher replied, "No". He added that he does not have tables for universal lifeline rates.

Mr. McMorris M. Dow, Utilities General Counsel, stated that the hearing could be continued to a subsequent date.

Commissioner McCrea stated that unless the universal lifeline rate were applied to residential hotels it would cause distortions in residential hotel use and in commercial use.

Commissioner Flynn voted "No" on the motion before the Commission.

Commissioner Sanger requested that staff include the impact of a universal lifeline rate, including residential hotels.

Commissioner McCrea announced that the public hearing will be continued to February 27, 1979, at 2:00 p.m., in Room 282, City Hall.

THEREUPON THE MEETING ADJOURNED: 7:08 p.m.

ROMAINE A. SMITH
SECRETARY

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M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:10 P.M.

February 27, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

EPARTMENTS

unicipal Railway

etch Hetchy Project

ater Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar
Acting General Manager of
PUBLIC UTILITIES

Romaine A. Smith
SECRETARY

Call To Order: 2:10 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr.

Absent: Commissioner John M. Sanger

The minutes of the regular meeting of February 13, 1979, were approved.

Discussion preceding adoption of resolution is attached.

RESOLUTION NO.		
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0068	GO	Appointing Richard Sklar as Staff Assistant XIII to serve as Acting General Manager of Public Utilities from March 1, 1979 to May 31, 1979, and fully thereafter at Step 5 of the General Manager of Public Utilities salary standardization schedule.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0069	W	Approving revision of schedules of rates and charges to be charged for water service in San Francisco and suburban areas. (Without lifeline rates)
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0070	M	Approving granting an exception to the existing rates and fares charged by the San Francisco Municipal Railway to allow the Boy Scouts of America to travel free of charge aboard the Muni system for a one day demonstration project, on a date to be selected.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0071	HH	Approving Department of Public Works' Proposal for construction of new street lighting in Cow Hollow area and on Filbert Street.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0072	HH	Approving the San Francisco Redevelopment Agency's proposal for construction of a new street lighting system on "K" Court and on "L" Court off Whitney Young Circle near Newcomb Avenue
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0073 HH Approving the San Francisco Redevelopment Agency's proposal for construction of a new street lighting system on Newhall Street west of Jennings to its terminus.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0074 HH Authorizing bid call for HH Contract No. 586 for Bryant Substation Area, Underground Power Facilities and Related work. Estimated net cost: $282,000. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning,

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0075 HH Authorizing bid call for HH Contract No. 604- Paint Steel Towers, Moccasin- Newark Transmission Line. Estimated Costs for 4 alternates are $36,000, $42,000, $44,400, and $46,800.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0076 HH Awarding HH Contract No. 583, in amount of $549,767, to Abbett Electric Corporation of San Francisco, for Underground Duct System, Mission Street, Army Street to Geneva Avenue.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0077 HH Authorizing Hetch Hetchy Water & Power to issue a Contract Order to PG&E, in the amount of $36,833, to install new City furnished cables in unused space in its duct lines on 19th Street, subject to UMTA approval. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Henning
Flynn-excused from voting

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0078 W Awarding WD Contract No. 1744- 12-Inch Ductile Iron Main Installation in Hyde Street between Pacific Avenue and Greenwich Street- to W.J. Gaffney, Inc., of San Francisco, in the net amount of $204,700.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0079 M Authorizing bid call for Contract No. MR-668- Transit Stop Signs, Phase II. Estimated cost of work: $176,000. (Transit Improvement Program)

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0080 M Awarding Contract No. MR-662-Lighting System for Twin Peaks Tunnel- to Abbett Electric Corporation, San Francisco, California, in the amount of $328,786. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0081 M Approving contract modification No. 1 at no change in price to add specifications for light-weight concrete, under Contract No. MR-657- M-Line Extension, San Jose Avenue at Interstate 280 Overpass, Track Construction and Power Facilities. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0082 M Approving payment of claims, amount $58,995.55 from Municipal Railway revolving fund, month of January, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0083 M Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $12,308.48, month of January, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning,

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0067 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $10,800.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0084 M Approving supplemental appropriation in compliance with Salary Standardization Ordinance, Amendments 48 and 49, which reflects the reclassification of 2 new positions previously approved in the Municipal Railway budget for the fiscal year 1978-1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

9-0085 HH Setting Tuesday, March 27, 1979, at 2:00 p.m., for public hearing to consider the adoption of rate schedules to be charged by the Public Utilities Commission for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

9-0086 HH Approving the sale of emergency egress easement over City-owned 17.5 foot access strip to Hetch Hetchy Fillmore Substation to adjacent property owners for $1500, and requesting the Director of Property to submit the necessary legislation to the Board of Supervisors for the sale of said easement.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

9-0087 W Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to negotiate and formulate a long term lease of certain Crystal Springs watershed lands with Filoli Center, a non-profit corporation, at nominal rental and along the guidelines set forth by the Public Utilities Commission.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

9-0088 W Authorizing the execution of a 1.045 acre lease to J. Cyril Johnson Investment Corporation for purposes of parking and landscaping of certain property under the jurisdiction of the Water Department located in Santa Clara County and known as parcel No. 219 for a term of 10 years, commencing April 1, 1979, and terminating March 31, 1989, at an annual rental of $8,076, and further subject to a rental adjustment at the end of each 3-year term plus payment of taxes and assessments thereon.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

9-0089 W Declaring surplus that certain 5.3 acres of City-owned land being a portion of the Millbrae Reservoir lot, Parcel 28 according to San Francisco Water Department records, and requesting the Director of Property to prepare the necessary legislation for the enactment by the Board of Supervisors to consummate the execution of a sale.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0090 W Declaring surplus that certain 0.4 acres of City-owned land being a portion of the Peninsula watershed lands, Parcel 31, according to San Francisco Water Department records, and authorizing the Director of Property to prepare the necessary legislation for the enactment by the Board of Supervisors to consummate the execution of sale.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0091 W Requesting the Mayor to recommend to the Board of Supervisors that the position of Chief Stationary Engineer, Class 7205, be filled immediately, per the Annual Appropriation Ordinance, Section 10, Subsection.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0092 M Commending Walter B. Barnes for his participation in the San Francisco School Volunteers' community resource program for school students.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0093 M Approving an agreement with Crown Coach Corporation of Los Angeles, California, to provide the City with an IKARUS Articulated Coach for a period of not less than 30-days for testing, and authorizing the General Manager of the Municipal to execute said agreement.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0094 M Extending the term of the Space Use Agreement with the Railway and Locomotive Historical Society for a 2-year period ending February 1, 1981; and authorizing the General Manager of Public Utilities to execute said Agreement.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0095 M Approving the settlement of that certain case entitled "CITY AND COUNTY OF SAN FRANCISCO vs. GOODYEAR TIRE AND RUBBER COMPANY et al," Civil Action No. 20637- 4 (N.D. NO) (Antitrust for approximately $51,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0096 GO Approving 1979-1980 Supplemental Budget requests for Public Utilities Commission elements.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0097 M Approving supplemental appropriation in the amount of $479,839 to transfer funds to meet operational needs for the balance of the fiscal year.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- John M. Christensen, Jr.
Tree Removal on Watershed

Eugene J. Kelleher, General Manager and Chief Engineer, San Francisco Water Department, stated that arrangements are being made through the Purchaser of Supplies to sell 50 San Mateo County watershed trees which are infested with bark beetles. The Department will receive about $2,000 for the trees which must be removed to prevent infestation of other trees when the beetles take flight in early May.

Cable Car System

Curtis E. Green, General Manager, Municipal Railway, said the firm of Chin and Hensolt, in developing a long range plan for rehabilitation of the cable car system, reported on February 22, 1979, that the two items needing the most urgent attention are depression beams and pull curves. Muni has set up a program to check each depression beam and to rerail the seven most critical pull curves. This will involve the use of some capital funds to do some of the work now.

Commissioner Peter McCrea said he noticed that Joseph L. Pelayo, Ways and Structures Engineer, is the key figure and asked if he isn't responsible for so much work being behind schedule in the LRV program.

Mr. Green explained that 11 employees were laid off in December under the Title II Program, but that these positions are about to be reinstated and Mr. Pelayo has been provided with some assistance.

Commissioner H. Welton Flynn asked if this work is an extension of the contract with Chin and Hensolt, and Mr. Green replied that the work is being done within the existing contract.

Public Meeting on J-Line Extension

Mr. Green reported that more than 800 announcements were sent out and 110 people attended the meeting on February 24, 1979, including Supervisors Don Horanzy and Lee S. Dolson. "Only 4 or 5" supported the proposed J-Line extension. The majority of the people in attendance have concerns that the proposed extension will deleteriously affect them.

Cost Analysis of Forest Hill Station
Mr. Green referred to a cost-benefit report supplied to the Commission dated February 7, 1979, which is made a part of these minutes.

Commissioner McCrea asked the source of funding, and Mr. Rino Bei, Program Manager, Transit Improvement Program, replied that funding is a combination of UMTA and FAU funds.

Commissioner McCrea asked about the $2 million which was identified as the cost of the eastern entrance.

Mr. Bei replied that this amount will come from the FAU money on the basis of the benefits to streets transit operation. He said the funds used by the Department of Public Works to enhance the Muni operations are included in the total project cost.

Commissioner McCrea inquired if there are other uses for FAU funds, such as the Embarcadero rail line.

Mr. Bei stated that the Embarcadero rail line "way down the road" is not yet included in the FAU program. He said it is listed as a project eligible for Proposition 5 money.

Commissioner McCrea asked if there would be any reason to defer the Embarcadero development if the money were available now.

Dr. John M. Christensen replied that funding for the roadway (transit exclusive lanes for use by transit vehicles) has not been settled yet.

Commissioner McCrea requested a listing of other FAU projects, and whether this is the highest use for FAU money.

Mr. Bei commented that funding for the project from Broadway to Bay Street is in the FAU program.

Commissioner McCrea said he would like to see the FAU program "laid out" for the next 4 or 5 years.

Commissioner John F. Henning, Jr., requested that this be done in the form of a calendar item.

Contract Between Muni and Canon Kip

President Pilcher commented that a copy of a contract between Muni and Canon Kip was forwarded to the Commission, but that Exhibit A was missing. She asked about the number of passengers and details of service.

Mr. Green replied that the contract was forwarded in order to inform the Commission that a contract has been put together by the City Attorney. He said a meeting is scheduled in his office March 2, 1979, at which time a plan for the operation of the contract will be developed, and he will come back to the Commission with that plan.

President Pilcher stated that she has heard concerns from the community, and substantiation is needed from Canon Kip in terms of its responsibility.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Appointment of Richard Sklar as Acting General Manager of Public Utilities thru May 31, 1979, and thereafter as General Manager of Public Utilities

President Pilcher referred to the announcement by the Commission last week of its unanimous appointment of Richard Sklar to replace John B. Wentz who resigned as General Manager of Public Utilities on February 16, 1979. President Pilcher read the resolution appointing Mr. Sklar and congratulated him.

Mr. Sklar thanked the Commission for its confidence in him, and expressed his commitment to the Commission to deliver the best job possible to the people of San Francisco. He said he looks forward to working cooperatively with the Commission and staff.

Commissioner H. Welton Flynn asked what a "Staff Assistant XIII" is, and President Pilcher explained that it is a way to transfer funds to a temporary position so that Mr. Sklar will not be working free.

Mr. Sklar explained that he will be paid less than as General Manager but it is the only way the Controller can put him to work now.

Death of Two Water Department Employees

President Pilcher stated that two Water Department employees, Patrick J. Healy and Eduardo A. Bura were shot and killed on February 16, and the Commission is greatly concerned about their families. Although a communication will be sent to their widows, President Pilcher said she wanted to express the Commission's sympathy publicly.

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Ms. Naomi Gray of the Black Leadership Forum said she would like to applaud Mayor Feinstein for her wisdom in reappointing Commissioner H. Welton Flynn. She said the Black Leadership Forum is witnessing an erosion of the gains that have been made, and will be watching as the new leadership begins to see how Black and other minorities will fare. As a business woman she stated she has not had many opportunities to obtain contracts with the City.

President Pilcher commented that the Commission shares Ms. Gray's concern. She said she knows Mr. Sklar's door will be open, and that the Commission discussed the subject with Mr. Sklar and is satisfied on this matter.

Ms. Idaree Westbrook of the Black Leadership Forum also congratulated Mayor Feinstein for her reappointment of Commissioner Flynn, and stated that the Forum does feel Commissioner Flynn represents the Black community. She congratulated Mr. Sklar, and said the Forum will be closely monitoring his programs.

Mr. Wallace E. Stokes, III, President of the Black Leadership Forum, stated that all of the operating departments of the Public Utilities Commission have exhibited a most exemplary record of minority business participation and many members of the Black community have worked their way up through the ranks. He said an erosion of affirmative action gains made during the 50's and 60's seems to be sweeping the country. The Black Leadership Forum, he said, is not going to stand by and allow those gains to be eroded. He noted that Proposition 13 will have its toll. He said the Forum intends to work with Mr. Sklar and appreciates his cooperation.

President Pilcher thanked the speakers.

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Resolution No. 79-0069--PUBLIC HEARING--Approving revision of schedules of rates and charges to be charged for water service in San Francisco and suburban areas. (Continued from meeting of February 13, 1979).

Mr. W.B. Kunzig, President of the Residential Hotel Owners Association of San Francisco, stated his organization's support for a straight 14 percent in rates.

Commissioner Peter McCrea noted that Mr. Kunzig's testimony at the last hearing was that he did not feel that it was fair for residential hotel owners who have large numbers of elderly tenants to bear a large increase in rates. He assumed that Mr Kunzig is aware that the Commission now has before it a universal lifeline rate which would pass on benefits to all apartment house dwellers but would exclude residential hotels, as it would be impossible to measure occupancy.

Mr. Kunzig stated there is a larger number of poor people in residential hotels than anywhere else in the City, and the PUC can not expect small hotel owners to pay a great deal more.

Mr. Walter O'Donnell spoke for Mrs. Rene Younger, representing South Park residents. He said people in hotels and flats will have to pay more to cover lifeline rates, and there would be a loss to taxpayers on the lifeline rate. He objected to "rationing penalties" and flow schedules 42 and 43.

Mr. Kelleher explained that water rationing was only suspended.

Ms. Vineta Lopez stated she is a retired person and a home owner. She asked that lifeline rates be established on a permanent basis, and that the 6-unit lifeline rate be increased to 8 units. She said she has a tenant who is not home all the time, and she has not watered her yard for the past two years except with dish water. Even so, she used 8 units last month.

Mr. Edward J. Maurer, representing the San Francisco Chapter of the Citizen's Action League, stated that elderly people and others have had their total bill increased tremendously in the last 5 years. There have been sewer service charges, plus increases in rates. Increasing the units for lifeline rates from 6 to 8 would help, he said, and lifeline rates should be incorporated in Water Department tariffs so that when water rate hearings are being held the impact on lifeline rates can be discussed.

Ms. Patricia Murray of 145 Santa Clara Avenue said she is a private residential owner. She said there has been a shocking increase in her water bills. Last month she received a bill for $437 and today she received a bill for $213.

President Pilcher referred Ms. Murray to Mr. Kelleher.

Commissioner McCrea stated that Mr. Kelleher's analysis only confirms his feeling at the last hearing that benefits of the lifeline rate are small and there is some question as to whether they would be passed on to tenants. The amount of increases necessary to offset lifeline rates that must be passed on to commercial and industrial users would be very large. He stated he does not think that equity would be served by adopting lifeline rates.

Commissioner McCrea moved adoption of a flat rate increase of 14 percent. Commissioner Henning seconded the motion, which was unanimously passed by the Commission.

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Resolution No. 79-0070- PUBLIC HEARING--Approving granting an exception to the existing rates and fares charged by the San Francisco Municipal Railway to allow the Boy Scouts of America to travel free of charge aboard the Muni system for a one-day demonstration project on a date to be selected.

President Pilcher asked if there were any objections to selecting a date in the future, and Commissioner McCrea asked if there had been any adverse communications.

Mr. Green stated there had been a letter to the editor in the Progress newspaper in opposition to granting a free fare to the Boy Scouts for a one- day demonstration project.

President Pilcher said she received a call requesting that Girl Scouts be included.

Mr. Green explained that a similar demonstration project was held in Chicago to demonstrate that public transit can provide convenient and effective transportation. He said BART and AC Transit will participate in this demonstration project, and it is expected that from 200 to 300 Boy Scouts will participate. The trips will be timed. He said 200 to 300 persons riding twice a day for one day does not involve a large amount of money.

President Pilcher asked for public comments, and there were none.

Resolution No. 79-0077--Authorizing Hetch Hetchy Water & Power to issue a contract order to PG&E, in the amount of $36,033, to install new City furnished cables in unused space in its duct lines on 19th Street, subject to UMTA approval.

Commissioner Flynn requested that this item be taken out of the consent calendar for a separate vote, explaining that he spoke to the City Attorney because of a conflict of interest. He asked to be excused from voting on the item.

Commissioner McCrea moved that Commissioner Flynn be excused from voting, and Commissioner Henning seconded the motion, which was unanimously passed.

On motion of Commissioner McCrea, seconded by Commissioner Henning, Resolution No. 79-0077 was adopted.

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On motion of Commissioner McCrea, seconded by Commissioner Henning the consent calendar was unanimously adopted.

Resolution No. 79-0087--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to negotiate and formulate a long term lease of certain Crystal Springs watershed lands with Filoli Center, a non-profit corporation, at nominal rental and along the guidelines set forth by the Public Utilities Commission.

Commissioner McCrea asked Mr. Kelleher why Filoli has taken a "180 degree turn" from the original plan of a land trade.

Mr. Hadley Osborn, Executive Director, Filoli, stated that the trade in land appeared to be a long process.

Mr. Kelleher stated that Filoli was not satisfied with the Department's appraisal of the value of the pieces of property. Water Department staff would have approved the first plan, but could not come to an agreement with Filoli, and felt that a long term lease would have the same result.

Commissioner McCrea commented that he did not see anything in the agreement to prevent public access.

Mr. Kelleher explained that this will be in the lease, and that the property is not to be used for activity of the Center. Short of that, staff would have insisted upon an exchange of land.

Commissioner Pilcher stated that a letter has been received from Jean Lane of the Filoli Board of Directors, stating they will continue to maintain an effective, safe sanitary system.

Resolution No. 79-0089--Declaring surplus that certain 5.3 acres of City-owned land being a portion of the Millbrae Reservoir lot, Parcel 28 according to Water Department records, and requesting the Director of Property to prepare the necessary legislation for the enactment by the Board of Supervisors to consummate the execution of a sale.

President Pilcher referred to a letter from the Millbrae Council, and asked if staff is negotiating with them.

Mr. Kelleher replied that Millbrae is interested in developing a senior center, and would have to obtain the land at market value. One-half of it would go out to open bid, and Wallace Wortman, Director of Property would handle it.

Commissioner McCrea asked why the entire property would not go out to public bid.

Mr. Kelleher replied that a roadway separates the property. He said Millbrae could get a market value for the portion they require.

President Pilcher asked Mr. Wortman about his general plan, adding that she presumes he is going to obtain the highest and best dollar amount.

Mr. Wortman stated that he would not go to public auction, but would make a staff appraisal, and would require Millbrae to make an independent appraisal. The Real Estate Department would then come back to the Commission and be prepared to show that the agreed upon price is the fair market value.

Commissioner McCrea asked about the adjoining property, and Mr. Wortman replied that it is surplus. If no governmental agency desires to buy it, it must go out to public bid.

Commissioner McCrea asked if the property should not be put out to bid first.

Mr. Wortman stated that if time permits that would be the "proof of the pudding".

Mr. Kelleher stated the property presently is zoned R-1. Millbrae could rezone on the other parcel, and it would be more valuable. There is very little use of the other property for single family residences.

Mr. Wortman added that if the two pieces of property are not comparable, a public auction would not be a good guide.

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Resolution No. 79-0090--Declaring surplus that certain 0.4 acres of City-owned land being a portion of the Peninsula waterhsed lands, Parcel 31, according to Water Department records, and authorizing the Director of Property to prepare the necessary legislation for the enactment by the Board of Supervisors to consummate the execution of sale.

Commissioner McCrea asked why the adjoining property owner wishes to buy this property.

Mr. Kelleher replied that he owns the adjoining lot which has no access to Skyline Boulevard. The parcel the City owns is not developable. The Water Department will receive $85,000 based on the value of his property.

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Resolution No. 79-0092--Commending Walter B. Barnes for his participation in the San Francisco School Volunteers' community resource program for school students.

Eugene Womack, Director of Personnel and Training, commended Muni operator, Walter B. Barnes for his work in the School Volunteers' program since 1974. He said the objective of the program is to effect communication with students in the community.

President Pilcher congratulated Mr. Barnes, and added that his record is delightful.

Mr. Barnes thanked President Pilcher.

Mr. Green stated that Mr. Barnes has been almost a one-man ambassador of good will, and that a difference is noticed in the manner and deportment of young people. He commended and congratu-

lated Mr. Barnes.

John T. Squire, President, TWU Local 250-A, commented that Mr. Barnes was one of the operators who sold the idea of this program to management and the union. He stated that Mr. Barnes has done a recruiting job among his peers and is a credit to the union, the Municipal Railway and the City.

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Resolution No. 79-0093--Approving an agreement with Crown Coach Corporation of Los Angeles, California, to provide the City with an IKARUS Articulated Coach for a period of not less than 30-days for testing, and authorizing the General Manager of the Municipal Railway to execute said agreement.

Responding to a question from Commissioner McCrea, Mr. Green stated that the coach will be used in revenue service.

President Pilcher added that the Crown Coach Corporation will cover expenses.

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Resolution No. 79-0094--Extending the term of the Space Use Agreement with the Railway and Locomotive Historical Society for a 2-year period ending February 1, 1981; and authorizing the General Manager of Public Utilities to execute said Agreement.

President Pilcher asked if this Space Use Agreement has ever been put out to bid.

James H. Leonard, Director of Public Service, explained that he and Mr. Green worked on this matter five years ago and the Commission at that time issued a call for bids but received no responses. Rather than lose the opportunity, they approached the Pacific Coast Chapter of the Railway and Locomotive Historical Society, and were authorized by the Commission to negotiate a space use agreement which has gone very well ever since.

Mr. Green added that a remodeling of the Cable Car Barn will be in progress during much of the time.

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ITEM NO. 21--Endorsing the General Manager of Municipal Railway's proposal to disallow the installation of exterior advertising panels on the new Light Rail Vehicles.

President Pilcher stated that after reading the material from the Municipal Railway and from the advertising firm she is concerned about adopting a policy in which Muni will be losing $100,000 in revenue per year.

Paul J. Phillips, General Manager, Metro Transit Advertsing, stated that his company has contracted with the Municipal Railway for 15 years, and has enjoyed an excellent relationship with the staff of Muni and the PUC. The present contract runs through June, 1981, and it was the firm's understanding that advertising privileges were extended to all vehicles in service and on new vehicles as acquired. He stated that his firm's minimum guarantee to Muni is $400,000 per year, which they have always met and in most instances exceeded. Last year Muni received in excess of $500,000. Mr. Phillips stated that the new LRVs, equipped with 4 queen sized posters and 8 interior cards, would earn Muni $92,000 per year, and would offset Muni's loss due to the retirement of the PCC cars. Although the LRVs will be traveling under Market Street, the advertising will continue to be visible in the subway stations and to pedestrians and motorists above ground. The newness and attractiveness of the LRVs has generated interest with companies such as Coca Cola, Mexican Airlines, KFOG radio, etc. He commented that all sources of revenue are important to offset the cost to taxpayers of San Francisco.

Mr. Phillips noted that a 20 percent loss of revenue to his company would have an adverse effect on its operations, and it would be necessary to request a contract adjustment in guarantees to Muni.

By means of charts Mr. Phillips showed the spaces involved for advertising on the LRVs. He demonstrated that by using available exterior and interior space Muni would be able to have a potential annual revenue of approximately $116,000.

President Pilcher commented that Mr. Phillips stated that PVC application does not damage the cars.

Mr. Phillips stated that by using a steam heating arrangement the adhesive will be released without damage to the paint. He said his firm has agreed to make good any damage to paint which might take place. PVC is used in a number of other cities, he said, and a survey by Muni indicated that other transit companies have had no problems with this material.

President Pilcher asked Mr. Green what would happen if the Commission did not endorse the proposal--would Metro Transit begin placing ads?

Mr. Green stated that a policy decision is needed. He said he is firmly opposed to exterior advertsing on the LRVs, and that additional revenues will be derived from subway advertising. He commented that Muni has a beautiful car, and exterior advertising would not be in good taste.

President Pilcher asked for public comments. She stated she is concerned that there has not been any public input, and that she would not like to be responsible for throwing $100,000 away.

Commissioner McCrea noted that one of the few virtues of the LRVs is their attractiveness, which would be obliterated by exterior advertising. He said he would like to vote against exterior advertising with the understanding that in the future the contract could be amended if it appeared in the public interest to do so.

President Pilcher stated that Metro Transit does have a contract to place advertising on all new vehicles.

Mr. McMorris M. Dow, Utilities General Counsel, said he would like an opportunity to study the contract.

On motion of Commissioner McCrea, seconded by Commissioner Flynn, the Commission voted unanimously to put this item over for one month and to calendar it as a public hearing.

THEREUPON THE MEETING ADJOURNED: 3:30 P.M.

ROMAINE A. SMITH
SECRETARY

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:05 P.M.

March 13, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

The minutes of the regular meeting of February 27, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0099 HH Requesting the Controller to approve a transfer of funds in the amount of $161,591.62 for the purchase of an emergency transformer for use at Holm and Kirkwood Powerhouses.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0100 W Awarding WD Contract No. 1763-Excavation and Repaving for Water Service Trenches- to Bepco Inc., Oakland, California in the amount of $77,610.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0101 W Awarding WD Contract No. 1714-Installation of 6-Inch Ductile Iron Main in Mullen Avenue between Brewster and Rutledge Streets- to Dalton Construction Company, South San Francisco, California in the net amount of $17,485.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0102 W Awarding WD Contract No. 1755-Replacement of Log Boom at San Andreas Reservoir in San Mateo County to- Bowen Construction, Inc., Danville, California in the amount of $43,485.

Vote: Ayes- Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0103 W Accepting as satisfactorily completed work under WD Contract No. 1734-Air Conditioning System Modification at 425 Mason Street; and authorizing final payment of $2,833.38 to Pribuss Engineering, Inc., Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0104 W Accepting as satisfactorily completed work under WD Contract No. 1722-Rehabilitation of Dumbarton Pipeline Bridge and Pipes; approving debit modification of $11,421.99; and authorizing final payment of $62,754.95 to D.W. Nicholson Corporation, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0105 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $4,573.56, month of February, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0106 M Approving Contract Change Agreement No. 28 in the debit amount of $31,778, to provide for suitable maintenance facilities, under SFMRIC Contract No. MR-609- Muni Metro Rail Center, and requesting the SFMRIC to approve and execute Contract Change Agreement No. 28.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0098 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $54,500.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0107 M Setting Tuesday, March 27, 1979, at 2:00 P.M. for public hearing to consider two (2) programs for which financial assistance is being sought from UMTA, pursuant to the Urban Mass Transportation Assistance Act of 1964, as amended, which programs would consist of amendments to the previously approved Transit Improvement Program (TIP) and System Improvement Program (SIP) of the Municipal Railway.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0108 M Endorsing changing the name of the Municipal Railway's platform employee honor award program to the "Muni Driver of the Month";

and authorizing that all awards, certificates, publicity, media releases and uniform insignia connected with this program be changed to "Muni Driver of the Month".

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0109 M Authorizing discontinuance of service on Line 92-Balboa Park Shuttle, and substituting Line K- LRV Shuttle until extension of K-Line to Muni Metro Center; and recommending to the Board of Supervisors that the Board not disapprove the Line abandonment involved.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0110 M Authorizing the Municipal Railway to reroute the eastbound Line 2 trips from 42nd Avenue and Geary via Geary, 33rd, and regular route, from approximately 7:00 P.M. to 2:00 a.m.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Richard Sklar

Mr. Sklar reported on his observations after 12 days on the job, not describing the things that are right, but the things that give him concern. He said he would not at this time give solutions, answers or a plan to deal with major problems. First, he is concentrating on the Muni side of operations. He said he does not claim there are no problems with the Water Department and Hetch Hetchy, but Muni is the area of most concern.

The public perception of Muni is not far from the realities. It is an organization with extensive roots with a long-standing reputation and place in the community. The current perception is that not everything is being done to make the system work as well as it ought to. Mr. Sklar said it is a system that has in it, from top management to the bottom, a lot of very dedicated and energetic people, working in many cases under severe strain regarding work loads for individuals, as well as bureaucratic or regulatory mechanisms that are out-dated. It all adds up to a system that does not deliver what it should.

Two or three areas give the most concern:

First, Muni has a theoretical goal of putting 740 runs out every morning. Those are runs that are scheduled and mandated by the Board of Supervisors, who have the final say as to whether Muni can abandon a run or not. In actuality Muni makes between 690 and 720 runs every morning, 720 being the exception rather than the rule. The principle reason Muni does not make 740 runs every morning is that it does not have the vehicles ready to go out. Physically, 20 to 30 percent of Muni's fleet is laid up every day for repair. UTDC maintains that a good operation will have 90 percent of its vehicles available to go out every day. If Muni had 90 percent of the vehicles available every day, the other half of the problem would still give some concern. He said a 20 to 30 percent vehicle down situation can not be tolerated. Correcting Muni's ability to get vehicles on the street is paramount. There is a plan laid out by UTDC, and there are capable people within the organization. Now, he said, is the time to implement the plan.

On the operational side, there are problems of a different nature, Mr. Sklar noted. To some extent there is an operator shortage, but in many cases it is a theoretical rather than a real shortage, as the number of operators available each morning seems to outnumber the number of vehicles. In addition, there are a number of operators who are not acting as operators, but performing other duties. If more vehicles were available, these operators could be "freed up".

There is a major problem in that Muni does not effectively control the vehicles on the street. It is embarrassing to watch 5 coaches roll by a restaurant nose-to-tail, while one is having lunch and know full well that the 2-1/2 minute headway they are supposed to be keeping will have to be 12, 15 or 18 minutes at the front or the back end of the line. There is lack of communication, control, coordination and teamwork among the drivers, the inspector who is their nominal supervisor, and Muni.

A series of ancillary support services are necessary to make an operation go-- personnel,accounting, budgeting, computer services, and in many cases the informational system. Mr. Sklar stated that his general view is that these services are of no better quality than operations and maintenance. He said he would rate operational performance 3.5 on a scale of 1 to 10 and the maintenance performance as 2 on a scale of 1 to 10.

Muni has a committed, dedicated, energetic General Manager, Mr. Sklar said. He commented that he is certain that in partnership with him he will be able to effect the needed changes, but this is not going to "happen over night".

Mr. Sklar stated there is one other area he has separated that must be dealt with, which is the Muni Metro system. For some time it has been expected that the LRVs would be placed in operation this year. The best guesses as to when that service can be put into operation are from an optimistic hope on the part of some people of 7 to 8 months, and fear of up to 15 months on the part of others.

A vast number of things are wrong, or yet to be done in the "whole LRV world". The car, although it is replete with problems, all of which have not as yet been identified, is a problem, but there are many others that are not in the vehicle world-- the signal system, system safety, fare collection, operator training, parts supply, and maintenance. Mr. Sklar said he would be reluctant to recommend entering revenue service with the vehicle until staff is certain it will work every day, that the rider can count on it, and that service is better than now provided with existing streetcars. Streetcar service provides about one-half of the missed runs every day, although it only provides 14 percent of the scheduled runs. To match up LRV service with PCC service would do no good. Muni can not get into a situation where it switches to the LRVs and has breakdowns, cars down, or the fare collection system does not work. So much of the 5-year plan depends upon the system working well.

Mr. Sklar said he will come back in the next meeting or the meeting after that with a program task oriented, scheduled, responsibility oriented and budgeted to determine what he thinks can be accomplished with the LRVs. In the meantime, he said, he has given instructions that the PCCs must be kept operable. The operator and passenger must know that the cars will make the end of their runs; instead of having 25 of them in the shop every day, only 7 or 8 of the 104 will be in the shop every day. Mr. Sklar stated that he is absolutely convinced that the system can be made to work. It is not a "Venus probe", it is simply a surface and underground transportation system using proven technology. He said he is convinced staff can come back with a plan to solve each of the problems. It can work, but will not happen over night. He stated he has not even started to talk about budgetary questions. Staff is meeting with the Mayor's Office and working with budget people to come up with a plan that will accomplish what can be accomplished next year.

Mr. Sklar commented on the significance of having far fewer staff members present at the meeting today than normally appear. He said that will continue to be the case. Each of the General Managers along with the Deputy General Manager of PUC will attend. Other individuals will come only if there is something on the agenda where their input might be needed. Further reductions will be based upon the wishes of the Commission. However, sometimes the Commission may ask a question that a particular General Manager or Deputy General Manager can not answer. The answer will be obtained, but may not be forthcoming directly at the meeting.

President Pilcher stated that this is the wish of the Commission.

Commissioner Flynn noted the conditions and said he has a very serious question about the contract with the General Tire Company.

President Pilcher thanked Mr. Sklar for a concise and honest and forthright statement.

President Pilcher commented that it has been the practice to have the General Managers give their reports at this time.

Mr. Sklar said he felt the calendar should be dealt with. He said the General Managers should only bring up matters of "trouble and greatest import", and not routine matters.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner H. Welton Flynn stated that there has been some concern by the public about the plan for Forest Hill Station, adopted by the Commission. He said he now has some real concern because so many people are complaining about the plan which was adopted.

He said it seems the Commission will have been "a little hypocritical" in this action, unless the matter is again discussed. He recalled that the Commission saw fit to have public input as to what type of uniform the drivers should wear after the drivers decided what they wanted to wear. He said he sees the station matter as a major issue, and is certain other Commissioners have received correspondence about it.

Commissioner Flynn said he has never been in the station, but if the Commission is going to continue the practice of listening to the public, he would specifically request that the staff re-publicize and re-hear this matter within a month's time. Commissioner Flynn moved that the matter be re-heard at the second meeting in April. Commissioner John F. Henning, seconded the motion.

Commissioner John M. Sanger stated he is opposed to re-hearing the matter, as there has been a full public discussion over a period of time commencing last June. Many meetings have been held which included public testimony.

President Pilcher commented that at the time she voted for preservation of the station she did so with the understanding that it would be the full package. The Commission, she said has had before it for the last 3 meetings a discussion of whether there was going to be a second entrance. She said her feeling is that unless there is commitment to the entire package, which will make the station usable and desirable she is not committed to the preservation of the station. She said she is in agreement with preservation, if the Commission is in agreement that funds will not be "pulled out" which were previously committed.

Commissioner Sanger said it is his understanding the Commission passed the resolution to forward to UMTA.

Commissioner Peter McCrea said this was so, but that he asked that a cost estimate be made.

President Pilcher said she would like to take item 16 out of order and discuss it and have the matter settled once and for all and defer discussion on the motion.

President Pilcher said she would like to know if funds are going to be "pulled out" of this project. She said there was some question as to whether the second entrance had been decided upon.

Dr. John M. Christensen, Jr., Deputy General Manager for Finance, stated that the calendar item before the Commission today is designation of March 27th as the date to hear public testimony on two grant amendments. Funds for Forest Hill Station are included in one of the grant amendments.

Commissioner Pilcher asked: "Is it possible if this is properly publicized and that is a public hearing that the public would be free to comment at that time? I think we only received 3 letters, and if those 3 letters were responded to letting them know what the procedure is, would that be sufficient?

Commissioner Flynn said he wanted a "full blown" hearing on this station. There is the option to vote it up or down when it is put on the table, he said.

Commissioner Henning asked Dr. Christensen if the Commission would have the option of further modifying the proposal at the public hearing.

Dr. Christensen said he believed the Commission would have the option of doing whatever it pleased on the matter. The item could be called out, modified, and put back into the program.

Commissioner Sanger commented that in this case an action has been taken to meet a requirement by UMTA that the Commission both explore and then make a decision on an alternative to comply with a designation of a building under National Registry. He said he does not recall that one of these matters has been re-heard. He asked the purpose of the amendments.

Dr. Christensen replied, "To provide $15 million for the Transit Improvement Program and $40 million for the System Improvement Program. The inclusion of the line item and associated money in the package and the description of that work is generally reflected in UMTA approval".

Commissioner Sanger said a $10 million amendment has been requested for Forest Hill Station, which was required no matter what design was chosen.

Dr. Christensen said there is a considerable difference between what was previously requested of UMTA and what is now being requested for Forest Hill Station. The amount has gone down, and it must be described.

Commissioner McCrea said the hearing on funds is not the appropriate time to debate the design merits of the station. The architect said the cost was "too close to call" between the 2 alternatives. The money included in the UMTA package will be unchanged by the decision of whether to retain the station or not.

Commissioner Flynn reiterated that he is asking for a re-hearing on Forest Hill, however, he is agreeable that it be combined with the amendments.

President Pilcher said her concern is that if the package is left as is and public testimony is allowed on the merits of the design and it goes forward, the City ends up with nothing, rather than either a restored station or a new station.

Dr. Christensen said there is some reluctance on the part of UMTA to fund a project which is still a subject of contention. He said UMTA is unhappy about the cable car extension item. He added that traditionally during an UMTA approval request staff has never discussed the details of design. It seems to me if the Commission wishes to examine this matter it should be done as a separate item. We don't like to have anything in the record which would indicate people are unhappy with the line items .

Commissioner Flynn said, "You do want to be honest and let UMTA know how the people feel. The question is how do you do it? It seems to me you should pull the item off the calendar for the 27th, then hear this item and subsequently hear the item you have for the 27th."

Dr. Christensen said, "As Commissioner McCrea has said the funds are about equal so we could go forward with the amendments listing the amount of money, a general description, and indicate that a further hearing will be held on method 1 or 2 for construction".

President Pilcher asked McMorris M. Dow, Utilities General Counsel about rules on re-hearings.

Mr. Dow said he can not find any such rules.

Commissioner Flynn asked if the Commission has the power to undo anything it has done.

Mr. Dow said, "generally speaking, yes".

President Pilcher stated there apparently is some discrepancy as to whether the Commission wishes to remove the second entrance based on the cost of it. Figures have been presented to the Commission. She said the Commission should know at this time if there is any further question as to whether this investment should be made in Forest Hill Station which the Commission previously committed itself to. If this commitment is going to be undone, President Pilcher said she has a serious problem.

Commissioner Sanger objected to re-opening the matter when it is not calendared.

President Pilcher said if Commissioner McCrea wishes to have removal of those funds from Forest Hill Station re-calendared, she would be happy to re-hear the matter. If not, she said she would like to finalize the Commission's previous decision.

Commissioner McCrea asked Dr. Christensen if he sees any problem in providing funding for The Embarcadero rail line as a result of spending $2 million on Forest Hill Station out of FAU money.

Considering that the work from Harrison to Broadway is not scheduled until 1983-84, Dr. Christensen said he would anticipate that funds would be available. The FAU program is for 6 years ending in 1983-84. There will obviously be funds available in future years, at least equivalent to this.

Dr. Christensen stated that $1.5 million is in the FAU program for 1983-84 for rewiring and road work from Broadway to Harrison. The program has not been outlined beyond 1983-84.

Commissioner McCrea asked what would happen if it were decided to do this work earlier.

Dr. Christensen said there could be a problem--perhaps UMTA money could be used rather than FAU money.

Commissioner McCrea said he has no objection to putting the east entrance into Forest Hill Station providing it is not taking money that might be used more effectively.

President Pilcher went back to the motion to re-hear the issue of Forest Hill Station.

Commissioner Henning asked if members of the public who want to come to the hearing on March 27th to question the project could do so, and if the Commission could legally re-examine its position.

Dr. Christensen replied affirmatively, stating the record will show there is some contention.

Commissioner Flynn withdrew his motion, and Commissioner Henning withdrew his second to the motion.

President Pilcher asked Mr. Green about the new operator numbers on the buses. She said she has asked a few drivers, and the responses have not been very polite.

Mr. Green said the holders are being installed. On April 1, 1979, all operators will have new numbers.

President Pilcher asked about a penalty for a driver who chose not to display his number.

Mr. Green said that would be a violation of the rules, and the driver would be disciplined.

Responding to a question from Commissioner McCrea about vandalism, Mr. Green said a new holder which is more difficult to break is being installed.

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President Pilcher commented that members of Canon Kip were present.

Mr. Curtis E. Green, General Manager, Municipal Railway, said a meeting was held with Canon Kip, members of MTC, and a member of the Commission being present. Canon Kip did respond with their problem and with an operational plan. They have 17 vans, and only 5 are working at the moment. Their bills are $87,000 in arrears, and they will not be able to operate after 3 weeks from now.

Muni is concerned that if Canon Kip goes out of business and services are not provided to the handicapped community there will be an attempt to have Muni provide those services. It would be more cost effective to support Canon Kip and have them provide the services.

Mr. Green stated that Muni offered a "transportation person", a scheduler and a planner to go over their plans to help them become more effective. MTC now demands that Muni set up a paratransit council to bring together all organizations providing this type of service. It is possible that in the future if Canon Kip does not prove to be the most worthy, another organization will provide the services. The $85,000 would pay their past bills, and Muni would be able to repair the vans that are down. Mr. Green recommended that Muni provide some immediate help.

Responding to a question from Commissioner McCrea, Mr. Green said this is a "one shot approach".

Commissioner McCrea commented that over one-third of the money is committed to back debts, which leaves two-thirds available to solve present problems. He asked how long this money would last.

Mr. Eugene Coleman of Canon Kip stated that part of Canon Kip's long range funding goal is to become Medi-Cal eligible. He said Canon Kip would like to operate its program at full tilt for a year, since it is a demonstration program. He commented that cab vouchers are being tried in other areas, but in those programs the full price is not taken into account as administrative overhead is not considered. He said the need for these services is on-going in San Francisco, and the service has been in operation for one and one-half years. Canon Kip feels that it can double the 17 vans it had in operation.

Commissioner McCrea asked how long $180,000 will fund the program, and Mr. Coleman replied that it will carry Canon Kip through the fiscal year. He said Medi-Cal reimbursement runs about $30 per ride, and would give the program a funding base. Canon Kip would then need smaller amounts of money.

Responding to a question from Mr. Sklar, Mr. Coleman said the cost per ride now is about $7. He added that many people are not eligible for Medi-Cal under the ride reimbursement plan, and for them the service is free.

Lee Mayerzoden, Chairman of the Advisory Council for Operations and Transportation of Canon Kip, stated that funding for a straight year after all vehicles are repaired would make it easier for Canon Kip to prove what it can do.

Mr. Sklar asked what the issue is, and President Pilcher replied that the Commission wishes to know how the money is to be spent.

Mr. Green commented that a question did arise as to Canon Kip's operational abilities. He said the Commission may wish to look at the decision again.

Commissioner McCrea stated that the Commission agreed to give money to Canon Kip and they have laid out a plan. It is obvious Canon Kip will be back asking for more money at the end of the fiscal year. He said a real evaluation of Canon Kip's service and the amount of long term support it is going to take should be brought to the Commission before giving them money for the next fiscal year.
Mr. Coleman said Canon Kip would welcome that approach.

President Pilcher stated that she assumed Muni could proceed with the program.

Commissioner Flynn stated that Commissioner McCrea's observations about the future should be incorporated.

Mr. Sklar asked if a requirement can be included with the grant that Canon Kip come back no later than May 15, 1979, with an evaluation of what is happening this year, and a plan for at least the first two quarters of next year. This should be sent to the planning and accounting departments before going to MTC.

Mr. Mayerzoden commented that the evaluation will be on 5 vehicles that have been operating as opposed to the full 17.

President Pilcher stated that an evluation could be made on the basis of 5 vehicles with a projection based on 17 vehicles.

Resolution No. 79-0106--Approving Contract Change Agreement No. 28 in the debit amount of $31,778, to provide for suitable maintenance facilities, under SFMRIC Contract No. MR-609- Muni Metro Rail Center, and requesting the SFMRIC to approve and execute Contract Change Agreement No. 28.

President Pilcher requested that this matter be removed from the Consent Calendar and considered as a separate item.

Commissioner Sanger asked why Muni has to spend $604 to move a building plaque because it is partially hidden by some trees.

Mr. Rino Bei, Program Director, Transit Improvement Program, stated that the original plaque called for a Muni logo and identification of the Center on the side of the building fronting on San Jose Avenue. One would not notice the plaque because there was no entrance there. This will be a plaque inside the building with the names of the Commissioners, the Mayor, etc., which was previously approved by the Commission. It is a larger plaque.

President Pilcher asked if this is a design error that is recoupable from the architect.

Mr. Bei said it really could not be called a design error.

Mr. Sklar stated he was tempted to pull item 7 (h) out. He is concerned, he said, about the manner in which construction activities are handled. The Commission has about $170 million worth of construction activities in the planning, design or building stage.

This change order on this job, although it appears to be a small one of $31,000 is not small when one really takes a look at it. This is a $13 million job. To date change orders of $1.3 million have been approved. What the sheet does not tell one is that the contractor is claiming an additional $1.9 million, making the total potential liability for changes and claims on this job $3.3 million, or 20 or 25 percent. That number is astronomical. Much of this, he said, relates to the way staff goes about negotiating change orders with contractors and controlling the job. He said his request to Mr. Bei, which he agreed to abstain from this particular item, is that the change order procedure be changed dramatically. If these change orders are approved there is no surety that the money offered will be the final amount of money the contractor collects, even against the change orders. The contractor still has the privilege of asking for delay or impact to his basic construction activity from these changes. For example, in the sign matter, if the contractor is finishing an air conditioning duct, and the air conditioning duct had to go behind this sign, and the contractor had to wait to finish the air conditioning duct, this $604 change in the sign could result in a $14,000 impact claim that the contractor could probably sustain in court.

One of the rules to be followed, he said, is to maximize every opportunity to sign off and get a sign off from the contractor when change orders are made, not only for its direct value, but a waiver of any right for further impact claims or delayed claims from the change order. He said Mr. Bei states these change orders are the last ones in a project that has gone on too long and at too great a cost. In voting for change orders of any kind, he said, the Commission has a right to question them as to whether there are other hidden costs and look at the total package.

Commissioner Sanger asked why Muni is paying extra to have a sign put up at a different location.

Mr. Bei said it is a different plaque than the one which was in the contract document. There is more information and more lettering.

Mr. Maurice Klebolt, President, CAPTrans, reminded the Commission that it was a year or so ago when the issue of the improper definition of the department was affixed to the Woods facility. CAPTrans raised the issue at that time as to using the words "Municipal Transit System". Staff advised the Commission that to put a proper plaque up would cost $500. Commission did not want to spend the money. Mr. Klebolt said he hopes the sign reads, "Municipal Railway".

President Pilcher stated it does.

Commissioner Henning moved, Commissioner Flynn seconded, and the Commission unanimously voted adoption of resolution No. 79-0106.

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On motion of Commissioner McCrea, seconded by Commissioner Henning, the consent calendar was unanimously adopted.

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Resolution No. 79-0107--Setting Tuesday, March 27, 1979, at 2:00 p.m., for public hearing to consider two programs for which financial assistance is being sought from UMTA, pursuant to the Urban Mass Transportation Assistance Act of 1964, as amended, which programs would consist of amendments to the previously approved Transit Improvement Program and System Improvement Program of the Municipal Railway.

Ms. Romaine Smith, Secretary, Public Utilities Commission explained that this publis hearing will also include the 1979-1980 UMTA Section 5 application for $9,938,530.

Commissioner Henning moved to adopt this resolution as amended. Commissioner Flynn seconded the motion, which was unanimously adopted.

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ITEM NO. 9--Approving the LRV supplemental budget requirements to meet additional needs in fiscal year 1979-1980.

ITEM NO. 12--Authorizing employment of 46 positions for Muni Metro and requesting that the Civil Service Commission proceed with the classification of 3 existing positions.

Mr. Sklar requested that these items be removed from the calendar, stating that he is not prepared to certify the "seaworthiness of the LRV ship." He stated these are items that relate to expenditure and personnel, and until the full package is put together he is reluctant to ask for either money or personnel.

On motion of Commissioner Henning, seconded by Commissioner McCrea, the Commission voted unanimously to remove these items from the calendar.

Resolution No. 79-0108--Endorsing changing the name of the Municipal Railway's platform employee honor award program to the "Muni Driver of the Month"; and authorizing that all awards, certificates, publicity, media releases and uniform insignia connected with this program be changed to "Muni Driver of the Month".

President Pilcher commented that one of the women drivers, Clarceen Caldwell, who receive an award, wrote a letter stating she is embarrassed to wear the badge which has the term "Muni Man of the Month".

Mr. Fred Perry of CAPTrans asked, "Why not use the word operator"?

John T. Squire, President, TWU Local 250A, commented that the term "operator" would be more appropriate, as there is a difference between a driver and an operator. An operator is a professional, he said.

James H. Leonard, Director of Public Service, stated that about a year and a half ago the union was approached as to what term it preferred, and the concensus was "Muni Driver of the Month". Thereupon a year's supply of "Muni Driver"car cards were ordered and placed in use.

President Pilcher explained that the shoulder patch does not say "Muni Driver of the Month". If the entire procedure is changed now, she said, a great deal of expense would be incurred.

Commissioner Flynn suggested changing to "Muni Operator" after the present supply is used up.

Mr. Leonard stated that the patches with "Muni Driver of the Month" on them have been ordered.

Mr. Klebolt commended President Pilcher, and noted that CAPTrans brought this matter to the attention of the Commission two years ago.

Commissioner Flynn said, "Let the record show that this resolution was introduced by the President of this Commission".

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ITEM NO. 11-Approving an "honor system" fare collection policy for handicapped travellers using station elevators to enter certain Muni Metro subway stations.

Commissioner Pilcher stated she feels that to require someone to go home and get an envelope, and having had to copy down the name and address, is demeaning. She suggested a method used on the cable cars--handing one's fare to someone else give to the conductor.

Commissioner McCrea asked if access to the elevators is restricted to the handicapped.

Mr. Green replied that other people can use the elevators.

Mr. Sklar asked if staff could come up with some type of slot in the elevator.

Commissioner McCrea said if this is restricted to the handicapped he is prepared to do away with the fare. He asked how an honor system can be operated with unrestricted access to everyone.

Commissioner Flynn asked if this would change the rates and fares structure .

McMorris M. Dow, replied, "yes".

Mr. Sklar stated that this matter is a part of the LRV fare collection system, and should be a part of Mr. Farrell Schell's fare collection system.

Commissioner McCrea requested that this item be taken off calendar.

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Resolution No. 79-0109--Authorizing discontinuance of service on Line 92-Balboa Park Shuttle, and substituting Line K-LRV Shuttle until extension of K-Line to Muni Metro Center; and recommending to the Board of Supervisors that the Board not disapprove the Line abandonment involved.

Commissioner Sanger stated he has pushed for some test of the LRVs in revenue service, but after the presentation by Mr. Sklar, he would like to know if there are objections to this now.

Mr. Sklar replied that the authorization to continue will be a useful one and will be necessary at any point. There will be no removal of any service until replacement services are fully in place. Regarding the testing of LRVs in revenue service, Mr. Sklar said that will be a part of the plan staff will come back with.

Mr. Klebolt raised an objection to this item being on the calendar in this form. He said abandonments or substitutions should take the form of a public hearing, with 15 days notice to the public, and the matter should be sent to the Board of Supervisors.

Mr. Dow stated that the Commission is not required to hold a public hearing on abandonments or discontinuances. The Commission initiates the action by taking this step and sending the matter to the Board of Supervisors. The burden is on the Board of Supervisors to hold a public hearing.

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Resolution No. 79-0110--Authorizing the Municipal Railway to re-route the eastbound Line 2 trips from 42nd Avenue and Geary via Geary, 33rd, and regular route, from approximately 7:00 P.M. to 2:00 A.M.

Responding to a question from Commissioner Sanger, Mr. Green stated that the loop will be eliminated at night eastbound.

Mr. Sklar added that if someone does not wish to walk to Geary Boulevard, he can ride to the end of the line and then ride back inbound.

Mr. Green said it is about 2-1/2 blocks to Geary Boulevard, and it takes 12 minutes to go to the terminal from Fort Miley.

Mr. Anthony Theophilos, Attorney at Law, stated he lives on 42nd Avenue. He said 10 to 12 buses an hour pass by his house until 2:00 A.M. He said the house literally shakes, and it is difficult to sleep. He asked why service can not be eliminated entirely after 7:00 P.M. He said about 45 people an hour use the bus in one direction or another, while about 40 families live in the block, which has a high grade.

Commissioner McCrea pointed out that Fort Miley is a veterans' hospital, and it is essentially the only form of transportation that the patients have.

Mr. Sklar pointed out that it may be the only time people can visit patients at the hospital.

Mr. Theophilos said people on 42nd Avenue can not use their living rooms now.

Mr. Green said a bus goes by every 12 minutes after 7 p.m., and after 9:20 p.m., one goes by every 20 minutes to one-half hour.

Commissioner Sanger asked if employees could walk up the hill, and Mr. Green replied there is also a safety factor.

Mr. Sklar said that until 10 p.m., there should be no change. He said a possibility might be for Fort Miley to provide transportation from Geary and 42nd and 43rd Avenues meeting each coach.

Mr. Squire said the patients should be considered, most of whom are veterans. Many are invalided and wounded in the service. Even some employees, he said, are not able to go up "cardiac hill". Also, people on 48th Avenue go to the hospital, and volunteers go to the hospital at all times of the day and night.

Mr. Klebolt said there should be some opinion expressed from the transit users.

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ITEM NO. 15--Recommending that the Purchaser of Supplies award Coach Tire Rental contract to the General Tire and Rubber Company of Akron, Ohio, for a period of 5 years commencing March 1, 1979, and that all other bids be rejected.

Commissioner Flynn stated the documentation is not satisfactory to him. He said the contracts compliance officer did not know about the contract.

Mr. Sklar stated that purchase contracts as well as construction contracts must be reviewed by the Contracts Compliance Officer.

Commissioner Flynn said he would withdraw his concern, as there are two black people and one oriental person employed out of 9 people.

Mr. Sklar said he was concerned because the General Tire and Rubber Company was the only bidder, and that there are 5 or 6 major tire manufacturers.

Commissioner McCrea commented that an anti-trust suit was just recently settled with General Tire and Rubber Company.

Commissioner Flynn commented that this contract may provide for their payment of $51,000. He said the problem is that the contract is out of date, and Muni needs to keep its tires repaired. Muni should not get into these situations, he said. He noted that this company has had this contract for 20 years.

Mr. Green said this agreement has taken a year to consummate, and has to do with the findings of the court. Muni has received advice from the City Attorney and the Purchaser of Supplies.

Mr. McMorris M. Dow, stated the Commission should go into executive session regarding this item.

Mr. Squire commented that in San Jose 4 days ago tires were discovered with an entire thread running off that were supposed to have been new tires. They were made by a subsidiary of Firestone, and San Jose is presently suing Firestone.

3:50 p.m. following further discussion, President Pilcher adjourned the meeting for an executive session.

4:07 p.m. the meeting was reconvened.

On motion of Commissioner Flynn, seconded by Commissioner Henning, the Commission unanimously voted to put this item over to the next meeting.

THEREUPON THE MEETING ADJOURNED: 4:03 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Galileo High School

1150 Francisco Street, Auditorium

7:00 P.M.

March 19, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 7:13 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

SPECIAL MEETING TO CONSIDER SAN FRANCISCO MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AND OBTAIN PUBLIC COMMENTS.

President Pilcher opened the meeting by introducing the members of the Public Utilities Commission and staff. She stated that this is the 82nd in a series of meetings. There were 70 community meetings to review the 5-Year Plan, 11 district workshops, one in each supervisorial district, and the Public Utilities Commission is having 5 meetings such as this to highlight route modifications and improvements recommended for this area.

Thomas Matoff, Acting Director of Planning, stated that the 5-Year Plan is a document that every transit system in the country which received Federal money for operations or capital is required to develop. It must contain a set of standards and a master plan for transit which reflect the manner in which Federal funds were spent.

Adoption of the plan does not in and of itself mean that the plan will be implemented. The plan is to be implemented in stages with separate votes required for each stage or project by the Public Utilities Commission, and in cases of abandonments, with concurrence of the Board of Supervisors. On April 3, 1979, a special meeting of the Public Utilities Commission will be held in the Lurie Room of the Main Library at 2:00 p.m. to consider adoption of the plan and implementation of Phase I.

Mr. Matoff introduced Gene Law as a Cantonese translator, who then addressed the meeting in Cantonese.

A slide presentation narrated by Barbara Brown, Transit Planner, highlighted the service routes proposed in the 5-Year Plan with emphasis on lines covering the northern waterfront and downtown areas.

In view of the number of people present and the number of speaker cards received, President Pilcher announced a time limit of 5 minutes for speakers representing a group or organization and 3 minutes for individuals.

Robert P. Varni, representing a 42 unit apartment building on Sacramento Street, said he strongly supported the electrification of the 55-Line.

Linda Chapman, representing Nob Hill Neighbors, stated that their Board of Directors has not taken a position on the 5-Year Plan. However, the Transportation Committee supports many aspects of the plan. She said "our committee supports establishing a grid system, and the 83-Line. However, we don't see the sense in the way the eastern part of the line is being treated. It would be good to have service go at least as far as Stockton because that is where the shops are. We support Chinatown TRIP's suggestion that the bus go straight across Pacific to Kearny. We support peak hour service on the 55-Line--from Van Ness Avenue to the Financial District. We strongly support electrification."

Phillip Seronick, asked about owl service on the 12-Line.

Mr. Matoff said that the proposed 5-Year Plan does not anticipate making changes in the owl network. The plan will be revised annually. He said the staff intends to make some revisions in the first year update.

Adrian Blumberg said, "Let's keep the 33-Line as it is and let the 31-Line go up to 33rd Avenue as it has been". He said he supported lanes for buses only.

Gloria Cerutti said she came to protest the J-Line extension.

Michael Louie, representing Chinatown Transportation Research and Improvement Project (TRIP), said he is pleased to see that suggestions made by his organization have been included in the 5-Year Plan. His group supports the plan and hopes it will be implemented soon. Mr. Louie suggested that the 83-Line be routed down Pacific to Powell and then down Broadway to Kearny and back to Pacific. He said the headways should be 15 minutes all day. He suggested that a 55 short line to Van Ness Avenue be considered. He also commented that the 15 Third Line will not help people going from the northeast section of the waterfront to the Stockton Street corridor. He suggest that the 15 Third Line have an alternate terminal around Francisco and Kearny Streets.

Mary McCain spoke in support of the proposed changes in the 30-Express Line.

Norman Rolfe of San Francisco Tomorrow spoke in support of the grid system. He said in order to make the system work, better connections will be needed. There is also a need for transit preferential measures and enforcement of them. He stated that the reason buses pull into the curb is to get out of the way of automobiles. He suggested bringing the curb out to the bus--such as has been done on Polk Street. Let the motorist wait for the transit passenger instead of the transit passenger waiting for the motorist. Mr. Rolfe supported electrification and rail expansion. He said San Francisco Tomorrow had endorsed the concept of the E-Line. On the question of additional bus facilities, he said Muni should be looking for larger facilities to accommodate more vehilces to serve increased patronage.

Sam Fong, a member of Veterans of Foreign Wars, Chinatown Post, stated that he was against elimination of service to the Veterans' Hospital on the No. 2 Clement line.

Jay Adams asked how often the E-Line would run on weekends. Mr. Matoff answered, "Every 10 minutes". He also asked what will be done about delays on the No. 30 Stockton line. President Pilcher said transit preferential treatment is proposed--possibly even transit only.

John W. Holmes, representing Telegraph Hill Dwellers, stated that their Board of Directors has not had time to take a stand as yet. The Transportation Committee is not happy with the No. 83/39 split which doesn't seem to serve any community as well as keeping the No. 83 a short line from Van Ness Avenue to Kearny.

Commissioner Sanger asked why the Telegraph Hill Dwellers were in disagreement when they would be gaining part of a route on the 39.

Mr. Holmes, replied that this is an emotional issue. The organization was formed 25 years ago to save the 39-Line from being taken off the hill. He said overall he thought the 5-Year Plan is an excellent plan and congratulated the staff.

President Pilcher announced that since many groups have not had time to get back to their board of directors there is still time to present written comments to the Commission before April 3, 1979.

Ed Green said he would pass.

James R. Perry from the Veterans of Foreign Wars expressed his interest in retaining service to Fort Miley, and Letterman Hospital.

Babette Drefke stated that at several meetings in Potrero Hill it was practically a unanimous vote that the No. 19-Line should not be altered. The proposed extension will extend the time gap between buses and will run several blocks in an undeveloped area.

Lorraine Yeoman said she was opposed to the No. 19 extension because it duplicates part of the 35-Line and covers some of the same streets as the No. 53-Line. She said, "We wait 20 minutes now, we will probably have to wait 30 or 40 minutes".

Commissioner Sanger asked what the existing headway is now on the 19-Line and what is proposed. Peter Straus, Transit Planner, answered that it is 9 minutes under the 5-Year Plan. He said a large Post Office facility will be located at the southern end of the proposed 19-Line. There will be thousands of people leaving the facility when shifts change.

Chuck R. Arnold, representing CAPTrans, said his organization has been generally supportive of the Planning, Operations and Marketing (POM) study, with certain reservations, and insofar as this plan meets the same goals they will support it too. He said extending the No. 12-Line down Van Ness Avenue is an excellent idea. He supported running both the No. 15 and No. 30 on Stockton Street. He suggested running the No. 19-Line on Larkin and Grove Streets rather than Hyde Street. Mr. Arnold mentioned that there were suggestions in the POM study which weren't included in the 5-Year Plan. One was the extension of the No. 22-Line to the Marina Safeway. Another was eliminating the No. 24-Line extension to the Marina. Both of these were good ideas, he said.

Since many lines will be changed by this plan, Mr. Arnold suggested that the Commission consider re-numbering the lines so that when a line goes down a numbered street or avenue, the line number would be the same as the street.

J. Berry opposed diverting Line No. 28 off Junipero Serra, as on some stretches of the proposed route there are no houses facing the street.

V. Hennesey asked if discontinuing mid-day service on the No. 30-Express would be coincided with the No. 30 Local change to run through the Broadway tunnel. Mr. Matoff answered that they would have to be done at the same time.

Doug Nadeau from the National Park Service, Golden Gate National Recreation Area and the Point Reyes National Seashore, thanked the Transit Planning staff for the users and potential users of the two parks. He supported the following proposed routes: the E-Embarcadero, No. 12-Ocean- Van Ness, 42-Downtown Loop, 10 Monterey, 44-O'Shaughnessy, 72-Sunset, 18-46th Avenue and the No. 28-19th Avenue.

Commissioner McCrea asked if the GGNRA supported the proposal to terminate the E rail line at the west end of the tunnel.

Mr. Nadeau said the GGNRA has incorporated a bus turnaround in its redesign of Fort Mason.

Margot Parke said she would pass and thanked the staff for the consideration given to recreational transit.

Marc Kasky, Administrative Director at Fort Mason Center, stated that an estimated 300,000 people will be served annually at Fort Mason. He strongly supports the E-Line and the No. 12-Line. He asked the Commission to consider an adjustment in the No. 22-Line so that it would pass the Fort Mason entrance. The nearest drop off point now is 4 to 6 blocks away. He also suggested re-routing the No. 28 bus to the entrance of Fort Mason.

Sue Lee, representing Chinatown Neighborhood Improvement Resource Center, said she was in agreement with Chinatown TRIP's recommendations concerning the No. 83 and No. 55 lines. "We are working with Muni on transit preferential treatment of Stockton Street", she said.

F. "Red" Dodge said he endorsed the recreational features of the 5-Year Plan.

Ron Kilcoyne stated he endorsed the 5-Year Plan and its objectives. He said he had 10 suggestions which he would give to the Commission in writing. He also agreed with TRIP's recommendation of routing the No. 83 up Stockton Street.

Joseph DiPasqua represented Disabled American Veterans Chapter #3 concerning service to the Veterans Hospital at Fort Miley.

Mr. Matoff explained the proposed service to the hospital.

John Elberling said he lives on Nob Hill and his area needs the No. 33-Line very much. He said the 5-Year Plan does not address service standards for reliability and mobility, and both of these are needed.

Mike Peckner commented on the "civic blindness" of the people in the Marina district for not allowing the extension of the E-Embarcadero Line along the Marina along the present right-of-way through the Presidio to a point on the east end of the old flight line.

Ron Urbina asked if there is any plan to electrify the whole system. Mr. Straus answered that at this time staff is working on electrifying the heaviest routes on the steepest hills. There are a number of routes under consideration for future updates of the plan.

Mr. Urbina asked if the use of conductors had been considered so that all the bus driver would have to do is drive. Mr. Straus answered that conductors are not policemen. However, the staff is considering a "self service" demonstration project in the future.

Miss Bullard asked about running two trolley lines through the Broadway tunnel and if there would be a stop on Polk Street. Mr. Matoff said the No. 30-Local will stop at Polk Street.

Anne Halsted, representing Telegraph Hill Dwellers, said that residents of the Coit Tower area have a problem getting home. She said her organization has been working with Muni's staff in trying to provide service from the Wharf to Coit Tower so that tourists can leave their cars at the Wharf. The proposed extension of the No. 39 would accomplish this very well and it is hoped it can be instituted this summer. She said the Telegraph Hill Dwellers agree with Chinatown TRIP regarding the route of the No. 83-Line.

Andrews--no response.

Peter K. Bailey asked that service on the No. 19-Line be increased, especially during the summer, to accommodate the tourists at the Wharf. Mr. Matoff said that this plan is a re-distribution of service not a means of "beefing up" service .

Geraldine Johnson commented on the difficulties of handicapped persons using Muni.

Ruel Baker, representing the Cow Hollow Association, stated that his organization and Pacific Heights were opposed to the extension of Line No. 24 down Scott Street. He said he was happy to see that the original plan had been changed to terminate the No. 24 at Jackson and Fillmore Streets.

Robert Bardell suggested that if old streetcars are going to be used on the E-Line they should be made in San Francisco by cannibalizing the PCC cars.

Commissioner Pilcher asked whether or not Mr. Bardell wanted Australian streetcars. He answered, "no".

THEREUPON THE MEETING ADJOURNED: 9:15 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Everett Middle School
450 Church Street, Auditorium

7:00 P.M.

March 20, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 7:20 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioner John M. Sanger

Absent: Commissioners H. Welton Flynn, John F. Henning, Jr.

SPECIAL MEETING TO CONSIDER SAN FRANCISCO MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AND OBTAIN PUBLIC COMMENTS

President Pilcher introduced the members of the Public Utilities Commission and staff. She stated that this is one of a series of 86 meetings on the 5-Year Plan. She said the document under discussion tonight is the staff recommendation and is not necessarily the way the routes will be.

Thomas Matoff, Acting Director of Planning, stated that the draft 5-Year Plan was developed by staff from the Planning, Operations and Marketing (POM) study.

Mr. Matoff explained that adoption of the plan does not of itself implement the plan. In order to implement the plan there must be a separate vote on each item, such as purchasing new vehicles or re-routing service.

Mr. Matoff introduced Dianna Marin as a Spanish translator for this meeting. She then addressed the audience in Spanish.

Mr. Matoff announced that a representative from Supervisor Britt's office was present. A slide presentation narrated by Mark Wiseman, Transit Planner, highlighted the service routes proposed in the 5-Year Plan.

President Pilcher announced that in order to accommodate the number of people wanting to speak a time limit of 5 minutes for those representing a group or organization and 3 minutes for individuals has been established.

Ms. Schroeder, representing the property owners along Dolores Street, said that Dolores Street is truly a landmark, therefore, it can not be destroyed.

Lloyd Lonthorp, a resident of 17th Street, said he is opposed to putting buses on 17th Street.

Chuck Arnold, representing CAPTrans, said he supports extending the J-Church Line to Balboa Park, as it provides an alternate route if there is an accident or stall in the tunnel He suggested that the No. 9-Line be retained to relieve the heavy usage section of Mission Street between 16th and 30th Streets. Mr. Arnold said he supports the proposed No. 44-Line. He suggested the Commission correspond with SAMTrans regarding the possibility of having the No. 44-Line connect with one of their routes. He suggested that the No. 35-Line be re-numbered.

V. Alan Cirella said he was opposed to a bus line on 17th Street because bus stops will take up needed parking areas.

Commissioner Pilcher asked if those opposed to the proposed bus on 17th Street would stand. Approximately 20-25 people stood. She then asked if those in favor of the route would stand. Approximately 12-15 people stood.

Robert H. Cato, a resident of 17th Street, said he had fought 4 years ago to get the tour buses off the street. He said he wants the wires taken down.

Frances R. Lawsing turned her time over to Laverna McNichols. Ms. McNichols, speaking for the Citizens Action League, Noe Valley Action Team, said she was happy to see the Fountain Loop served by the No. 35-Line.

Gerald Kimata of 17th Street, said he is opposed to a bus on 17th Street because the bus presently goes up 18th Street. These facilities would have to be taken down and new facilities installed.

Marion Aird, representing the group, J.O.S.E from San Jose Avenue, said her group strongly objects to the extension of the J-Church Line on San Jose Avenue. Their primary concerns are accidents. Since two bus lines will be dropped from Mission Street, she suggested that perhaps the J-Line could be extended along Mission Street.

Mrs. J.M.Donohue, said she also is opposed to a bus on 17th Street.

Stella Jones, said she was opposed to discontinuing the No. 17-Express, as it is the only direct line Parkmerced has to downtown.

Mr. Matoff explained that the No. 17-Express will only be discontinued after the Muni Metro M-Line is in operation, shown to be reliable and has the capacity to carry the displaced No. 17X passengers. In addition, feeder service through Parkmerced will be provided.

Lillian Morgan, representing the Advisory Council for the 5th Supervisorial District, stated that her group is in agreement with Laverna Canatella's statements regarding service on the No. 35-Line. Also, she said a lot of senior citizens would like to come to these meetings, but won't come out at night. President Pilcher invited those able to come to an afternoon meeting on April 3, 1979, at 2:00 p.m., in the Lurie Room of the Main Library.

Ralph Herdman asked how the proposed changes would be financed. He suggested that the fares be doubled and the service be left as it is. He said wages have increased three-fold since the last fare increase. Mr. Herdman said the 17X is the only direct service from Parkmerced to downtown, and that many seniors can not walk to the M-Line.

Michael Roach, representing the Diamond Street Neighbors, asked if the neighborhood could have input on the new turnaround for the No. 8-Line. Mr. Matoff said that matter would be a separate item before the PUC.

Phillip Seronick, spoke about the congestion on the No. 19 and No. 30 Lines. He suggested that the No. 19-Line be put on Larkin Street.

John G. Gardner from the Disabled American Veterans, Chapter 3, said he was interested in service to Fort Miley and asked that Muni service not be changed.

Sidney Greenberg passed.

Fred Methner is opposed to having the No. 35-Line service the Hoffman Fountain Loop area. He suggested that the No. 11-Line service this area. Mr. Methner turned in a petition.

Jim Nicher said he is visually handicapped and asked that the No. 35-Line go from Castro and Market Streets, over Diamond Heights, then down 24th Street, and down 23rd in front of San Francisco General Hospital. Mrs. Nicher said she is in favor of leaving the No. 35-Line as it is.

James Chappell, said he is an urban transportation planner, and is opposed to changing the No. 11 from a radial line to a cross-town line.

James Cohen, said he believes the No. 2 and the No. 26-Lines should be electrified, and that the No. 8 and No. 35-Line should be merged. He suggested keeping some of the 14-Lines.

Jean Messner, said the Fountain Loop and Grandview need transportation. She said she doesn't care which bus serves this area, as long as service is available.

Paula Land, representing the Haight-Ashbury Neighborhood Council said she sent a letter. She suggested that the No. 37-Line be electrified. She asked that the Commission consider the impact a parking lot at Kezar would have on the neighborhood, and said the council is opposed to the Park's plan. The council is opposed to any reduction of service on Haight Street.

Paul Muniz of the San Francisco Muni Coalition, said he wanted to emphasis maintenance. He said, "If you don't have the vehicles the plan will fail". He asked how 25 wheelchair accessible vehicles will be distributed throughout the system. President Pilcher said, "We can't buy a whole fleet at once." She said they would be used as test vehicles in the beginning. Mr. Muniz said that if one can't use a Fast Pass on BART, it is unfair for the people in the Mission District to have to pay a premium fare. He also suggested removing the express charge on the No. 30-Express during the day. The No. 37-Line is shown in the plan as making a 135° left turn at Church and 14th Street. The No. 27 now runs up to the Transbay Terminal. By moving it service is being lost from lower Bryant Street.

Chris Ammend submitted a petition of 38 signatures from residents of Texas Street between 20th and 22nd Streets opposing the routing of the No. 11-Line on Texas Street. He suggested continuing on 20th Street as an alternative.

Frank Devore, said he was in agreement with Mr. Ammen.

Anthony Perles, stated that no plan will satisfy everyone. He said plans have to be made now for the future. He said he supports electrification.

Anne Hart, said she lives on the Fountain Loop and needs transportation. She said that if fares are doubled, "a buck a day is tough".

Jeff Sutter, speaking as an individual, said he favors extension of the No. 19-Line, the new No. 11-Line and the grid system as a whole. He said he favors electrification and an adjustment of headways.

Dan Grimes, said he favors the use of the Fast Pass on BART. He said he opposes moving the No. 26-Line to Guerrero Street because no one is on the street at night. Mr. Grimes said he favors retaining Forest Hill Station and cleaning it up.

Kenneth L. Farmer--no response.

Janet Ferris, said she supports service on the Fountain Loop, Grandview, Hoffman, Diamond Street and Diamond Heights. She said a bus on 17th Street would be dangerous.

Ken Morphew indicated that his views on 17th Street had been expressed.

Barbara Hughes, said the No. 17-Line was originally proposed to go down 28th Avenue. Now it has been moved to 30th Avenue and will turn in front of her house. She said she is opposed to this change. She suggested routing the bus on Lincoln Way rather than Irving Street. She said she was opposed to discontinuing the No. 16-Express. She said she is a driver on the No. 11-Line and supports retaining service to the Fountain Loop.

Gary Kray, said he supports extension of the J-Line and the proposed new E-Line. He said he questions the need for a bus line in Golden Gate Park. He said he opposes changes to the No. 39 Coit. Mr. Kray said he hoped service on the Muni Metro would not be started until the system is perfect. He said he was concerned about closing Muni Metro at midnight.

Mr. Straus explained that duplicate local service on Market Street would be needed if the Metro ran all night.

Sidney Shaw, said he is opposed to a bus running on John F. Kennedy Drive in Golden Gate Park.

Josefine Thunig, asked how she would get to BART from 27th and Diamond Streets.

Jerome Vail said he supports the No. 20-Line, night and weekend service along Army Street on the No. 27-Line, the E-Line along the Embarcadero and streetcar extensions.

Chick Brody, representing senior citizens, said "We have the cheapest fare in the world--let's keep it that way".

THEREUPON THE MEETING ADJOURNED: 9:15 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Lincoln High School

2162 24th Avenue, Auditorium

7:00 P.M.

March 22, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 7:12 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn arriving at 9:30, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

SPECIAL MEETING TO CONSIDER SAN FRANCISCO MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AND OBTAIN PUBLIC COMMENTS

President Pilcher introduced the members of the Public Utilities Commission and staff. She stated that this is the third in a series of five evening meetings to obtain public comments on the 5-Year Plan which was developed after holding 70 neighborhood meetings and 11 district workshops. The proposal is the staff's recommendations. The Commission may make changes or deletions. The Plan will be reviewed annually.

President Pilcher announced that in order to accommodate the large number of people wanting to speak a time limit of 5 minutes for a representative of a group or organization and 3 minutes for an individual would be allowed.

Mr. Thomas Matoff, Acting Director of Planning, stated that the draft 5-Year Plan was developed by staff from the Planning, Operations and Marketing (POM) study. Mr. Matoff explained that adoption of the plan does not of itself implement the plan. The plan is to be implemented in phases by separate votes of the Commission. Phase I shown on the back of the tabloid summary, is the only part of the plan that the Commission will be asked to vote on at this time. He said there are no discontinuances of service in the Sunset District in Phase I.

Mr. Matoff announced that a representative from Supervisor Pelosi's Office was present.

Barbara Brown, Transit Planner, narrated a slide presentation highlighting the service routes proposed in the 5-Year Plan with emphasis on service in the Sunset District.

President Pilcher announced that 22 speaker's cards had been received from the Citizens Action League. She asked that they select a speaker for the 5 minute period allowed for organizations.

Mark Coby, representing Citizens Action League stated that the CAL has been active in the Sunset District since last September. He said the group is particularly interested in the No. 16-Express and No. 71 buses, and they want to keep the No. 16X operative and keep service on Lincoln Way.

President Pilcher asked those people who share the views presented by Mr. Coby to stand. Approximately one-half the audience stood. (Estimate of total attendance --500 to 600 people).

President Pilcher announced that she would place the remaining CAL speakers cards at the end of the cards and if time permitted the speakers would be heard as individuals.

Carol Spencer, President of the Irving Street Merchants Association, said their district would gain a new crosstown line, the No. 17, of which the association approves. However, they will lose two primary commuter routes--the No. 71 and the No. 16X. They will also lose a secondary route, the No. 72, on Lincoln Way. She said this will have a serious effect on businesses. She requested that the No. 71 be kept on its present route. Now the 71 is proposed to go up over Golden Gate Heights to 9th Avenue. She suggested that it come down on its present route- 23rd Avenue to Lincoln Way and up to 9th Avenue. The No. 6-Line on Golden Gate Heights could be looped over part of the old No. 66-Line. Ms. Spencer requested that the No. 16X be retained for peak traffic times. She said she would like to see the No. 72 continue on its current downtown route. If retaining the No. 72 bus line is rejected, she requested that the No. 72 bus cross the park at 19th Avenue rather than at 41st Avenue.

Mike Salarno--no response.

President Pilcher recognized Supervisor Kopp in the audience.

Mrs. B. Isaak spoke about the crowded conditions on the No. 71 and No. 72-Lines in the evening.

Mrs. E. Wenger--no response.

Chuck Arnold from CAPTrans, suggested that the wires and track on Market Street be retained for possible use if there is a "jam-up in the tunnel.

Marion Aird passed.

Margaret Anker, said her point had been made.

George H. Koster, representing Crestlake Property Owners Association, said he was concerned about the elimination of Line No. 18 on Sloat Boulevard up to Saint Francis Circle and then into Stonestown. He said the Association received a letter from John B. Wentz, General Manager of Public Utilities, stating that service on the No. 18-Line would continue to Stonestown.

Mr. Matoff said his office prepared the letter and apologized for the misunderstanding. He said the No. 18 will remain on approximately one-third of the length of Sloat Boulevard on which it now operates, and it will go to Stonestown. However, the 5 Crestlake stops would not have the direct service to Stonestown that they now have.

Frances Gage asked that the No. 71 and No. 16X buses not be discontinued.

John Coughlin, said that the Citizens Action League is the only organized group that has been successful in fighting the establishment.

Ed Devine asked when the Embarcadero turnaround would be constructed. Mr. Green answered in 3 to 4 years.

G.J. Cecchettini, said that the No. 16 Express is the only express bus in the Sunset and it should be retained.

Ms. L. Fifer, said the plan calls for more buses on 9th Avenue than can be accommodated. She said she approves of the Irving Street Merchants' plan.

Dan Hickey deferred to Sam Camhi, Chairman of the Street and Traffic Committee of the Saint Francis Homes Association. He said his group wants to protest the routing of the No. 10-Line through their neighborhood. He said 2 and one-half years ago the Association organized to fight the increase of traffic through their neighborhood. The President of the Board of Superviors, Quentin Kopp directed the Department of Public Works to find solutions to their problem. Mr. Camhi said, "We don't want a bus in our neighborhood because it would destroy the livability of our neighborhood". He suggested that the No. 10 bus be routed through Saint Francis Circle, right on Juniper› Serra, left on Ocean, then left on Phelan, right on Junipero Serra to Foerster and right on Monterey to the Glen Park Station.

Marguerite Warren, said she fought to get the No. 16X. She said that if these plans go through "in principle", that once "you lock your horns, you can't unlock them".

Theresa C. Barkman passed.

David Schonbrunn, said that the problem of choosing between routes is necessary only because of funding cut backs.

W.A. Laidlaw spoke in favor of keeping the No. 16-Line.

Frank Scheifler, said the Commission should be aware of the total cost of the plan. The No. 17-Line duplicates the No. 28-Line. The plan calls for a new cable car line. He said that all the track is not in place and cable routing will have to be done.

J.F. Kelly, Jr., requested that the No. 18-Line continue to go around the Buckingham Way route.

Carl A. Scholz, a rider on the No. 16X, asked that the line be retained and that the service be restricted to adult patrons only. He also spoke in favor of the No. 71 and No. 72-Lines.

Nancy Jones, said she was speaking for the riders of the No. 66-Line. She asked that the No. 66 bus continue to serve downtown during peak hours, or that the No. 71-Line run the route at 6 or 7 minute intervals

Rhoda Meer suggested that "silhouettes" be used to illustrate bus stop zones and rear door exits on the vehicles.

A.M. Wigfall, a resident of Stonestown Apartments, asked that the No. 18-Line be retained on Buckingham Way, as it is the only bus serving these apartments.

Elmer Curtis, representing Balboa Terrace Homes Association, said he was interested in crossing the southern part of the city to get to either Balboa Park or Glen Park BART statoons. He said he approved of the plans to put larger vehicles on Geary Street.

Alfred Schnurman, said he objected to the Nos. 5, 18,31 and 38 having the same terminal in front of the Safeway. He said in Stonestown a person has to walk a long line to transfer from one bus to another when they could all connect in one block with a poster designating the line number.

H. Hofsas, said discontinuing the No. 72-Line will be a hardship on seniors, especially in getting to hospitals. He also said that the new cars being tested during the night are very noisy.

Pat Grahal, said she didn't think the City had the right to funnel all the transportation into the centers they are building for the big corporations.

Baour-Jeun Shen spoke in favor of keeping the No. 16X.

Mrs. Balistreri, said she was concerned about the No. 71 bus and wanted it retained on its present route.

Susanne Low, said she wanted the No. 16X kept on its present route because it connects with the Federal Building, State Building and City Hall and the Muni Metro would not. She said what is needed is free transportation and better transportation.

Helen Chan--no response.

Idamay Brewster, representing the Stonestown Merchants Association, said her group is opposed to discontinuing the No. 28-Line into Stonestown Shopping Center. She also opposed discontinuing the No. 18 on 20th Avenue and around Buckingham Way. She said these lines serve the workers and patrons of Stonestown.

Mr. Matoff, answering a question from Commissioner McCrea, explained that the proposed change is to run buses on 19th Avenue rather than on 20th Avenue due to the automobile congestion caused by cars going into the parking lot. He said staff has asked the Stonestown Development Corporation to make transit priority measures available to the Municipal Railway on 20th Avenue. He said staff has had contact with the Corporation recently, and it appears "we may be able to sholve this problem".

Mrs. Conroy, said she was in favor of upgrading transit into Stonestown. She requested that the No. 18-Line go direct to Stonestown, via Winston Drive without the long tour around Lakemerced. She asked that the No. 70-Line be retained as it is.

David Foster, representing the Associated Students of San Francisco State University, said 5,000 students ride Muni. He said the concept of a master plan is necessary. He spoke in favor of the J-Line extension.

Steven Brown, said bunching should have been addressed in the 5-Year Plan as it was in the POM study. He submitted other written comments.

H.P. Wright, President of the Judah Street Merchants Association, and Transportation Chairman for the San Francisco District Merchants Association, said that District Merchants are in agreement with Ms. Spencer. Mr. Wright spoke about the current service on the N-Judah Line.

Jeff Sutter spoke in favor of the 5-Year Plan.

Chun Sui Tse and Henry O. Tse--no response.

Barry Peral suggested that articulated buses be used on the No. 28-Line.

Marie McBride, said the No. 18-Line services two shopping centers. Many people will be cut off from shopping aat GETS. She said if the No. 66 is discontinued many employees and patients will be cut off from direct service to U.C/ Medical Center.

E.J. Reidy, President of Lakeside Home Owners Association, said the extension of the cable car line is a waste and does nothing for the citizens of San Francisco.

Joe H. Dyc, said he was concerned about senior citizens. He suggested rather than cut service, charge seniors a full fare.

Rosemary Bacy noted that the plan states that the No. 16X-Line will not be cut until the LRVs demonstrate the capacity to carry the additional passengers. She asked if the current level of service would be maintained until that time. President Pilcher answered, "yes."

Lisa Chan--no response.

Jose Llaverias asked the Commission to consider the elderly and sick.

J.L. Barry asked for a trade-off to continue providing service on Junipero Serra Boulevard. He said there are no houses facing 19th Avenue, whereas, there are dozens of houses facing Junipero Serra Boulevard. He said if the No. 10-Line is not routed through Saint Francis Woods, give us the No. 10 down Junipero Serra to Holloway, to Plymouth then up to Monterey.

William Ehrlich passed.

Vernon Anderson, said that the routing of the No. 18-Line around Lakemerced is an error.

William L. Penn--no response.

James W. Kearney, Principle of Lowell High School, said that routing the No. 18 around Lakemerced will force many students to transfer to the No. 28-Line, which is already overcrowded. President Pilcher directed the staff to meet twith Lowell students.

R. Ovadia--no response.

Ingham G. Mack, said he presented Muni with a petition asking that the No. 11-Line not be routed on the 2100 block of 39th Avenue.

Gloria Rovinson from John McLaren Children's Center spoke in support of the changes on the No. 25-Line as it would stop very close to the Center.

Frederick Mahan--no response.

Frances McNamara of the Lakeshore Acres Improvement Club, said her group of 1100 homes support the re-routing of the No. 10-Line because it gives them direct access to BART. She said it didn't matter which route the bus takes as long as it will provide access to BART.

Ronnie Jefferson--no response
Barbara Frost--no response
John Bardis--no response
Richard Kelly--no response

William L. Diedrich said he has represented BART as their labor attorney since 1961 and he favors rapid transit. He said he is opposed to the No. 10-Line going through Saint Francis Woods. He said he walks 5 minutes to either the K,L, or M Lines every day.

Joseph Russorello, said there are no sidewalks adjacent to curbs in Saint Francis Woods. The areas which are adjacent to curbs are owned by the Saint Francis Home Owners Association. He said in order for Muni to service the area, the City would have to purchase the property, because the homeowners are not willing to take responsibility for people waiting for the bus.

S. Steven--no response.

Laura Carey turned her time over to Joanne Wolfe of the Citizens Action League. Ms. Wolfe said she supports the No. 16X, No. 71 and a bus along Lincoln Way. She turned over her time to Andy McRae. Mr. McRae said the Sunset District is growing and the ridership on the No. 16X is increasing.

Theresa Sapere-Angeli of the Citizens Action League said her organization was not given enough time to speak.

Robert R. Callan asked if the Commission has checked the number of accidents on Saint Francis Boulevard and Santa Ana Street. He said there is a safety problem there.

Lucy Karic--no response.

Joseph Bisho, President of Saint Francis Homes Association, said the alternate route he proposes is .7 of a mile longer than Muni's proposed route.

Commissioner Flynn asked Mr. Bisho to submit his alternate route to Mr. Matoff.

Mrs. Ruth Kehlmann of the Citizens Action League, said Muni's plan did not take into consideration senior citizens walking up hills or the problems caused by eliminating buses on Lincoln Way.

Donald Connors of the Citizens Action League, said the Sunset District is 30 to 40 percent elderly. He asked that the No. 71 be retained on its current route along Lincoln Way. He said if the Muni Metro does not make its 4 minute turnaround in the evening the N-Judah will not be able to carry the current passengers on the N-Line, let alone the numbers of people who would have to transfer because there's no No. 72 or No. 16X. If the ridership increases as projected there will be over 200 people on each car during the rush hour. He said the Sunset District does not have equal service.

President Pilcher, said she was pleased to see so many people in attendance and was sorry that all speakers could not be accommodated.

THEREUPON THE MEETING ADJOURNED: 10:05 P.M.

ROLAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Fireman's Fund

3333 California St., Auditorium

7:00 P.M.

March 26, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 7:15 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioner John M. Sanger arrived at 7:20, Commissioner John F. Henning, Jr. arrived at 7:55.

Absent: Commissioner H. Welton Flynn

SPECIAL MEETING TO CONSIDER SAN FRANCISCO MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AND OBTAIN PUBLIC COMMENTS

President Pilcher introduced the members of the Public Utilities Commission and staff. She stated that this meeting is one of a series of five evening meetings to obtain public comments on the Municipal Railway's 5-Year Plan. She said there have been over 70 neighborhood meetings and 11 workshops in each supervisorial district to review the route recommendations of the Planning, Operations and Marketing (POM) study. The staff has made modifications to the plan and the Commission is now considering the staff's recommendations.

President Pilcher announced that speakers would be limited to 3 minutes if speaking as an individual, and 5 minutes if speaking for a group.

Thomas Matoff, Acting Director of Planning, stated that the Commission will be asked to adopt the 5-Year Plan at a special meeting on Tuesday, April 3, 1979 at 2:00 p.m, in the Lurie Room of the Main Branch of the Public Library. He said at that time the Commission will also be asked to approve implementation of Phase I.

Mark Wiseman, Transit Planner, narrated a slide presentation highlighting the routes proposed in the 5-Year Plan with emphasis on service in the Richmond District.

Gay Blackford said she supports the elderly and handicapped project being undertaken by Muni. She said she is in favor of accessible buses rather than dial-a-ride. She suggested the Muni have accessible buses at points where the service makes contact with other Bay Area accessible systems. She stated that the elderly and handicapped program should be included in Muni's 5-Year Plan.

Nathan R. Berke, representing the residents of El Camino del Mar, spoke in opposition to routing the No. 18 Line on El Camino del Mar.

Jeanell Brell from Outer Balboa Street, west of 33rd Avenue, submitted a petition in opposition to the re-routing of the No. 38 Line.

Sylvia Dorreger, said she is opposed to re-routing the No. 10 Line away from 30th and Church Streets. She said she supports more public transportation to Golden Gate Park. She said she supports articulated buses for Geary Street but feels that smaller buses such as jitneys could be used in other areas of the City. Ms. Dorreger said there should be more shelters and they should have schedules posted in them.

Paul Fechtner, said there should be an educational program in the schools to discourage vandalism.

Cliff Chambers, Transportation Broker for Children's Hospital and Marshal Hale Memorial Hospital, said he supports the 5-Year Plan because it will improve transportation to both hospitals. He spoke in favor of proposed lines Nos. 33, 1/55 and 28. He suggested that a contractor outside the Bay Area be hired to speed up wire installation for the No. 33 Line. Mr. Chambers spoke in favor of reverse commute service on the No. 1 Express.

Commissioner McCrea asked if the No. 38X Line is intended to be a reverse commute line in the 5-Year Plan. Mr. Matoff stated that specific reverse commute express trips could be scheduled to accommodate specific institutions.

Dan Cortney, representing the Associated Students of the University of San Francisco, said he has undertaken a survey of the transportation needs of the students. He said he supports the 5-Year Plan because it will provide more service to the campus, especially crosstown service. He suggested that the No. 33 Line, originally proposed to run on Parker Avenue, be returned to Parker Avenue because it would better serve the University.

Ron Kilcoyne said he supports the plan for the Richmond District. He said the present walk of one block from 32nd Avenue to 33rd Avenue to transfer from the No. 31 Line to the No. 38 Line is ludicrous and he supports the extension of the No. 31 Line to the beach.

Peter Ehrlich asked where the money for the electrification of the No. 33 and No. 55 Lines will be obtained. Mr. Matoff said 80% will come from the federal government and 20% will be from Hetch Hetchy power revenues. Mr. Ehrlich asked why the express lines were routed on Bush Street. Mr. Matoff said Bush and Pine Streets are fast signal controlled streets.

Irene Young, President of Jordan Park Improvement Association, said the Association is delighted that Muni has moved the proposed No. 33 Line from Parker Avenue to Arguello Boulevard.

Rob McConnell spoke in support of the plan, especially Line Nos. 33 and 44.

Paul Rosenberg, representing the Planning, Association for the Richmond, said he supports the changes Muni staff made to the POM recommendations regarding the No. 72 Line and the No. 2 Line. He said there is still concern over the access of residents of Outer Balboa Street to Geary, and the No. 28 Line stopping on Park Presidio Boulevard. He said he supports the phased express on Geary Boulevard.

Richard Moss said he supports the plan in general. He asked about "club bus" service. Mr. Matoff said "club buses" are generally used in suburban areas not inter-city service.

Vincent Renzoni said he supports the plan.

Sally Renzoni passed.

Harold A. Brydon passed.

I. Clarke said the overall system is efficient. She suggested more communication between the drivers and their supervisors.

Endre Korost spoke in favor of the plan.

O.W. Marquardt said he is opposed to the No. 10 Line re-routing because the change would mean he would have to walk uphill to take the bus, and he has difficulty walking due to a prosthesis.

Nancy Solomon asked how late at night the No. 33 Line would operate. Mr. Matoff answered, "to approximately 12:30 a.m.". Ms. Solomon said the residents of Arguello Boulevard are not happy that the No. 33 Line is being "pushed over on them".

June Pinkerton, said if the No. 10 Line is removed from the south slope of Mt. Davidson residents will have to take 2 buses to get to the BART station, which is only a mile and a half away. She asked how people in her area would get to Golden Gate Park if the No. 10 Line is re-routed. Mr. Matoff said that she could take the No. 43 where she presently boards the No. 10 and transfer to the No. 44 Line at Forest Hill Station.

Kathleen Kearney, speaking for the University of San Francisco (faculty) said USF supports the plan.

Ron Kemper, representing Kaiser Hospital, said the hospital supports the plan. He said approximately 20% of San Franciscans are health plan members. He offered to assist Muni in getting out information on the new routes to health plan members.

Marjorie O'Brien, President of Clement Street West Merchants Association, said the merchants had strongly opposed the recommendation of the POM study to terminate the No. 2 Clement Line at Funston Avenue. She said petitions against this proposal were submitted to Muni some time ago. She submitted another petition which she said contained 1424 additional signatures. She said the Association could not support moving the No. 28 Line from 25th Avenue to Park Presidio Boulevard.

David Tudor passed.

Michael Ferro, a resident of El Camino del Mar, said he agreed with Mr. Berke. He said he didn't think as many as a handful of people would get on or off a bus on El Camino del Mar.

Chuck Arnold from CAPTrans said that the plan cuts service to downtown from the Outer Mission and Sunset districts, but not from the Richmond district. He said the Richmond district will receive better service, especially crosstown service, so the plan is getting better support in this district. He said CAPTrans supports the plan.

George Brown from the Sacramento and Steiner area said he supports the plan. He suggested that Muni pull into the bus stop and not block the streets. He also commented on the number of bus stops--two on some blocks and at least one on every block and the reluctance of the public to walk one block.

Susan Mia, resident of 6th Avenue,said she supports the part of the plan that removes the No. 55 Line from the 100 block of 6th Avenue.

Gregory Fein passed.

Jeananne Whitmer said she supports total accessibility of the Muni. She asked when Muni Metro will be accessible to the disabled. She asked about an explanation of services to the elderly and handicapped.

President Pilcher said that the handicapped and elderly study has not yet been presented to the Public Utilities Commission. Public meetings will be held at that time.

Marcus W. Turk--no response.

Jim Leinen passed.

Jonathan Llewellyn, said that Muni now stops the vehicle if the fare is not paid. He asked if the "no smoking" rule could be enforced in the same manner. He said it would do no good to improve Muni without a plan to reduce automobile use. He said he supports an overall transportation plan.

Thomas Whelan passed.

Tony Long passed.

Bill Bishop-- no response.

Art Grossman-- no response.

Dorinda Bishop-- no response.

Bob Glover, representing the San Francisco Planning and Research Association, said SPUR commended Muni for an outstanding planning process and its series of "Outreach" meetings. He urged consideration of overall transportation requirements and citywide benefits as a higher priority than localized concerns on small specific changes. Mr. Glover suggested that the section of the plan dealing with transit preferential measures be strengthened. He said that the elderly and handicapped study should be incorporated in the plan after it has been evaluated by the PUC. He suggested that maintenance program goals be incorporated in the plan as soon as possible and that there be public reporting in this area. He also asked that operating goals and phases beyond 1 and 2 be detailed soon and added to the plan. He said the Board of Supervisors should be asked to endorse the plan.

John Lowry, representing the Presidio Heights Association of Neighbors, said the Association supports the re-routing of Lines 55,1,2,3 and 4.

Ira Jay Plotinsky-- no response.

Edith L. Plotinsky-- no respnse.

Fred Schendorf-- no response.

Jean Circiella, said she supports the increased crosstown service and electrification of lines.

Charles Vercelli from Jackson Street near Laguna, said he supports the plan and approves of the proposed electric service on Jackson Street. He suggested routing the inbound No. 3 Line down Pacific Avenue rather than Washington Street.

Donald McDonald-- no response.

Kathi P. Smith-- no response.

Valerie Rodetsky-- no response.

P.J. Walsh-- no response.

Charlotte Elam, Secretary of the Richmond District Council, said she received the plan 3 days ago and hasn't had a chance to review it. She asked if the plan was "robbing Peter to pay Paul". Mr. Matoff said that the plan is based upon the 1976 level of service from which 50 runs were cut that will be restored in the 5-Year Plan. Ms. Elam said articulated buses won't be able to get into the bus stops because cars are lined up to get into gas stations.

Larry Sork, said he supports the plan. He asked if the rush hour No. 55 Line buses would be diesel or electric. Mr. Matoff answered, "electric".

A.M. Schreiber said she likes the routes as they are, particularly the No. 55, 21, 2 and 38 Lines.

Peter Mendelsohn commented that people "sneak on" the bus through the back door now. The articulated buses, with 3 doors, will give these people 2 doors to use to "sneak on". He spoke in opposition to extending the cable car line.

John L. Field--no response.

Doris Cohen, representing the Western Addition Neighborhood Association, thanked Muni for putting in the No. 4 line all day. She said the Association objects to routing the No. 38 Express on Bush Street. Mr. Matoff said a distinction was made between rush hour service to the financial district and all day travel to the downtown retail core. Mr. Matoff said he would re-evaluate retaining the 38 Express on Post Street.

Mrs. Dioravanti suggested that a load factor be enforced on the No. 55 Line. Mr. Green said each bus, depending on its condition, has a different load capacity.

Stephen L. Taber, formerly a consultant to the California Business and Transportation Agency, commended the Muni on the 5-Year Plan. He said he supports the E-Embarcadero Line and larger vehicles. He suggested implementing the Board of Supervisors' 1972 transit preferential streets policy. He said as a resident of Pine Street he does not mind express buses on Pine and Bush Streets if it benefits the whole community.

Walter Ballin said he supports the 5-Year Plan, particularly routing the No. 38 Line out Geary Boulevard to the beach. He said there should be transit only lanes on O'Farrell and Geary Streets east of Gough Street from 7:00 A.M. to 9:00 P.M. He supports transit preferential streets in the downtown area. He said he supports the improved 38 Express service and the improved crosstown service. He said he supports improved maintenance of the buses and better management.

Charles D. Wiley--no response.

Alicia Wiley--no response.

THEREUPON THE MEETING ADJOURNED: 9:10 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:05 P.M.

March 27, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

The minutes of the regular meeting of March 13, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.	
	On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0112 M	Approving application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended. (TIP Program Amendment)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger No-Henning
	On motion of Sanger, seconded by Flynn, the following resolution was adopted:
79-0113 HH	Approving the adoption of rate schedules to be charged by the Public Utilities Commission for furnishing Hetch Hetchy power to private consumers and municipal departments of the City & County of San Francisco.
	Vote: Ayes- Pilcher, McCrea, Flynn, Sanger Henning-excused from meeting
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0114 HH	Authorizing bid call for HH Contract No. 534 for L-Line Streetcar Overhead System, Conversion for Pantograph Operation and Feeder Undergrounding. Net Cost: $905,000. (Power Improvement Program/ Transit Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0115 HH	Approving modification in the debit amount of $19,871 to provide funds for additional work under HH Contract No. 532 N-Line Streetcar Overhead System, Conversion for Pantograph Operation and Sunset Tunnel Electrification. (Power Improvement Program/Transit Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0116 HH Approving modification in the debit amount of $675.81 to provide funds for additional work under HH Contract No. 549- Bryant Substation and Power Control Center, Construct Building and Install Equipment. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0117 HH Accepting as satisfactorily completed work under HH Contract No. 523- Judah Street, 20th to 48th Avenues, Underground Power Facilities; approving credit modification of $22,216.50; and authorizing final payment of $28,761.84. (Power Improvement Program/ Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0118 HH Accepting as satisfactorily completed work under HH Contract No. 578- Ocean, San Jose and Onondaga Avenues, Underground Power Facilities and Related Work; approving credit modification of $11,370.05; and authorizing final payment of $13,032.95 to L.K. Comstock and Company, Inc., Contractor. (Power Improvement Program/ Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0119 W Authorizing staff of Water Department to advertise and circulate a Request for Proposal for consultant assistance in conducting water waste survey, leak detection and other Hydraulic investigation.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0120 W Authorizing Eugene J. Kelleher, General Manager and Chief Engineer cr Harry W. Tracy, Purification Division Manager, to execute on behalf of the Public Utilities Commission all applications and related documents with the Federal Communications Commission, pertaining to the San Francisco Water Department Mobile Radio System.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0121 M Accepting as satisfactorily completed work under Contract No. MR-663-Twin Peaks Tunnel, Repairs to Ventilating Intake Station, 18th and Hattie Streets; and authorizing final payment of $970 to All Style Steel, Inc., Contractor. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0122 M Authorizing bid call for Contract No. MR-719-Lighting Modifications and Improvements at Potrero Shop and Yard, and Presidio Shop and Yard. Estimated Cost: $60,350.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0123 M Approving payment of claims, amount $66,471.06, from Municipal Railway revolving fund, month of February, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0124 M Approving cancellation and write-off of uncollectible accounts receivable more than 90 days past due, amount $1,062.50, month of February, 1979; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $6,850.46, month of February, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0125 M Amending list of authorized signatures for General Claims Agent Revolving Fund to reflect departmental transfers and current personnel assignments.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0111 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $52,796.72.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0126 HH Adopting a policy that PG&E continue to provide mercury vapor lights in San Francisco until such time as it can be demonstrated to be economically feasible to convert to high-pressure sodium vapor units.

Vote: Ayes-Pilcher, McCrea, Sanger
Excused-Flynn

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0127 HH Authorizing the General Manager of Public Utilities to execute a memorandum of understanding on a compromise and settlement of disputed street lighting rates charged the City by PG&E, and a letter agreement amending the "Agreement between City and County of San Francisco and Pacific Gas & Electric Company, for furnishing Street Lighting Service".

Vote: Ayes-Pilcher, McCrea, Sanger
Excused-Flynn

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0128 HH Terminating the permit to Mr. Martin Murphy for residential use of Cottage No. 1, Camp Mather, Tuolumne County, effective April 30,1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0129 Rejecting all bids received for HH Contract No. 551-Richmond Substation, Equipment Installation and Related Building Alterations. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0130 W Setting Tuesday, April 10, 1979, at 2:00 P.M., as the date and time for a public hearing to be conducted in Room 282, City Hall, San Francisco, by the PUC for considering a proposal for rate increase for water service and water supplied by the San Francisco Water Department.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the the following resolution was adopted:

79-0131 W Awarding WD Contract No. 1740R-Suburban Facilities, Millbrae, California-to Ralph Larsen & Son, Inc., Burlingame, California, in the base bid amount of $3,168,476.80.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0132 W Authorizing the transfer of unclaimed guarantee deposits in the amount of $6,570.22 to the Water Department Net Capital Investment Account.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0133 M Endorsing in principle the proposal for a new terminal for the N-Judah streetcar line west of the westerly curb line of the Lower Great Highway north of Judah Street and authorizing the General Manager of Public Utilities and the General Manager of the Municipal Railway to seek authorization from the Recreation and Park Commission for construction of the proposed facility on land under the jurisdiction of that Commission.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0134 M Authorizing the General Manager of Public Utilities to execute the required documents and take such other actions as may be necessary to obtain and expend certain toll bridge revenues for the sole benefit and use of the Municipal Railway of the City and County of San Francisco.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0135 M Approving an agreement for the exchange of transfers as authorized by Section 3.591 of the Charter between the Municipal Railway and the Golden Gate Ferry, with all discounts to be funded from a Section 9 Chapter 1130, (SB 203) grant from the State of California.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0136 M Authorizing the Municipal Railway to actively participate in the establishment of a steering committee to create a Paratransit Coordinating Council for the City and County of San Francisco.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0137 M Request for Transportation Development Act of 1971 funding for the fiscal year 1979-1980.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0138 M Recommending that the Purchaser of Supplies award Coach Tire Rental contract to the General Tire and Rubber Company of Akron, Ohio, for a period of 5 years commencing March 1, 1979, and that all other bids be rejected.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

THEREUPON THE MEETING ADJOURNED: 5:38 P.M.

ROMAINE A. SMITH
SECRETARY

REPORT OF THE GENERAL MANAGER- Richard Sklar
Compensatory Time for Executives

Mr. Sklar announced new procedures, effective from "today forward", governing compensatory time off for executives, subject to concurrence by the Commission. He explained that the City Charter and ordinances gives each appointing officer the right to establish rules for compensatory time for "Z" employees.

Purchase of Tires

Mr. Sklar recommended award of the Municipal Railway term purchase tire contract to the General Tire and Rubber Company. The matter was continued from the PUC meeting of March 13, 1979. The award proposal was reviewed by McMorris M. Dow, Utilities General Counsel, his colleagues in the City Attorney's Office, and members of the staff. The new contract is more advantageous than the previous one, but Mr. Sklar recommended an effort to interest more bidders on the next contract.

President Pilcher directed that this matter be added as "Item 24" at the end of the calendar.

Hetch Hetchy Surplus

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water & Power, will prepare for the next meeting or the one thereafter, a declaration of $6.5 million Hetch Hetchy surplus. This really amounts to a $3.5 million surplus. It does not "touch" any of the capital expenditures. A total of $3 million held in anticipation of possible loss of the lawsuit involving United Airlines on electric rates was released by the City Controller. Based on the advice of the City Attorney and a private attorney in the case, and the economic situation of Hetch Hetchy and the City, it was agreed that release of this money is an appropriate action.

Transit Equipment Supervisor

Explaining an organizational change at the Municipal Railway, Mr. Sklar said that responsibility for the entire maintenance effort has been placed under the direction of Frank Baggetta, Transit Equipment Superintendent, who will report directly to Curtis E. Green, General Manager, Municipal Railway. Mr. Baggetta is moving to implement organizational changes beneath his position. He will proceed with an implementation plan to achieve UTDC goals over an 18-month period.

Construction Projects

Mr. Sklar stated that he will be concentrating on the $170 million worth of construction underway. He said construction is "somewhat out of control", cost over-runs and time delays in both construction projects and the LRV project. He will bring recommendations on dealing with the matter to the next PUC meeting or the one after.

Financial Control System

Mr. Sklar said he will study this matter throughout the PUC. There are fragmented accounting systems, with the exception perhaps of the accounting function of the Water and Hetch Hetchy Departments. The grants program is out of control, with "too much in people's head and too little on paper".

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President Pilcher announced that the final neighborhood meeting on the 5-Year Plan will be held March 29, 1979, at Balboa High School, 1000 Cayuga Street. A public meeting will be held on April 3, 1979, in the Lurie Room of the Main Library.

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Resolution No. 79-0112--PUBLIC HEARING to consider application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended. (TIP Program Amendment)

An official transcript of the hearing in connection with Resolution No. 79-0012 was made during the meeting. This transcript will be available for public review in the office of the Secretary of the Public Utilities Commission, Room 287, City Hall.

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President Pilcher explained that the Transit Improvement Program Amendment includes Forest Hill Station, the acquisition of property adjacent to the Woods Motor Coach Division, and the cable car system analysis and re-building.

Mr. Curtis E. Green stated that reconstruction of Forest Hill Station would cost approximately $14 million, with UMTA providing 80 percent funding to a maximum of $10 million.

Mr. Green said the estimated cost of site acquisition, relocating occupants, and developing the property for expansion of Woods Motor Coach Division is $950,000 with UMTA covering 80 percent of the cost.

The consultant's preliminary estimate for re-railing existing cable car lines is approximately $20 million, with 80 percent UMTA financing.

Mr. Green stated that funds are also requested for rehabilitation of the Cable Car Barn.

The proposed amendment to the TIP budget totals $36,366,190. Norman Rolfe of the Cable Car Citizen's Advisory Committee said that the committee feels the application for funds for the cable car system should "move ahead" now.

Following discussion between Commissioners and staff on the item to re-rail existing cable car lines, Commissioner John M. Sanger moved that this item be deleted from the TIP amendment until Chin and Hensolt has made a progress report to the Commission.

Commissioner McCrea seconded the motion.

Following public comment on this item, the Commission voted unanimously to delete it from the TIP amendment.

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President Pilcher read Item No.1, the reconstruction of Forest Hill Station, as follows: The estimated cost of reconstructing Forest Hill Station under either of the alternative design schemes developed by the Municipal Railway's consultants would be approximately $14 million. In the proposed application UMTA would be requested to provide 80 percent of the funds required, for a maximum of $10 million. (UMTA's share $8 million), The balance of the project would be funded through the Federal Aid Urban Systems Programs. State Article XIX (Proposition 5) funds have been programmed to cover the local commitment.

The Commission received comments from the public.

Albert E. Browning, representing the Forest Hill Association, read a Board of Supervisors' resolution requesting that the Public Utilities Commission reconsider the design concept for Forest Hill Station. He spoke in favor of tearing down the existing structure and constructing an open air, landscaped station as recommended in the consultant's Scheme I.

Mrs. Laddie B. Scollin, Elaine S. Klemmer, C.J. Scollin, Frances S. Miller, Frances McNamara, Dick Barton and Kay Stanford Field spoke in favor of demolishing the existing station and constructing a new station according to Scheme I.

Maurice Klebolt, Jay Turnbull, Gray Brechin, Jean Kortum and Mrs. Bland Platt, spoke in favor of the historical preservation of the station and implementing the consultants design Scheme II.

During discussion between Commission and staff, Commissioner McCrea stated he would like to have the wording on page 2 of the supplementary amendment changed because of the implication that a choice has not been made.

Mr. Sklar suggested that the supplementary amendment detail be changed to reflect the Commission's decision. The language as written indicates that there is some ambiguity on the part of the Commission, he said.

Commissioner McCrea stated that if the intent is to speed funds from UMTA to rebuild the station, and if UMTA approval is less likely without historic preservation, the document must clearly reflect that it is the Commission's intent to preserve the existing building.

Commissioner Sanger moved the resolution with the following amendment--that the third paragraph, third sentence, be modified to say, "WHEREAS, It would now appear appropriate to seek additional Federal assistance through this program to finance the proposed rehabilitation of Forest Hill Station, including the development of new facilities and the retention of the existing building known as Laguna Honda Station above the surface,..."

Commissioner McCrea seconded the motion. Commissioners Pilcher and Flynn voted "aye". Commissioner Henning voted "no".

Mr. Sklar commented that the re-railing of existing cable car lines must be deleted.

President Pilcher noted that the funding in Item No. 4 will also have to be changed.

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President Pilcher said Item 2, which has to do with the acquisition of six sites adjacent to the Woods Motor Coach Division would be considered.

President Pilcher said this matter came up when she first became a member of the Commission, and she was shocked at the price tag and asked if there could be some appraisal or the land. To her knowledge, she said, an appraisal of the land was never brought back to the Commission.

President Pilcher declared a recess at 3:47 p.m.

At 3:52 p.m., the meeting reconvened.

President Pilcher stated that at the request of the handicapped community, an interpreter was present for the convenience of those with impaired hearing. Since no one was present who needed his services, he was excused.

Rino Bei, Program Manager, Transit Improvement Program, stated that the staff had obtained the assessed valuation carried on the records by the Assessor. He said acquisition costs were estimated to be $490,000. Relocation costs could be in the range of $110,000. The Director of Property said he would contract with the Redevelopment Agency for relocation services.

Commissioner McCrea asked that this item be put over, and that staff come back with supporting evidence that the Commission asked for a year ago.

Commissioner Henning seconded the motion, which was unanimously adopted.

Regarding Item Nos. 4 and 5, Engineering and Inspection, and Contingency funds, President Pilcher said she presumed that there would be different figures.

Dr. Christensen stated that the items would drop in value. He said engineering costs would be six percent of $10 million at $600,000, and the contingency would be ten percent of $10 million for $1,000,000.

Commissioner Sanger moved, and Commissioner McCrea seconded that Item No. 4 be modified to read $600,000. This was unanimously adopted.

Commissioner Flynn moved passage of Item No. 5, contingency funds. Commissioner McCrea seconded the motion, which was unanimously adopted.

Mr. Sklar stated he would appreciate it if the Commission would permit the staff to write the Board of Supervisors advising them that on line item number 15.11.30, extend Cable Car Line to Fisherman's Wharf, no action is being taken. A Board of Supervisors decision is necessary if any action will be taken.

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ITEM NO. 7 (b)--PUBLIC HEARING to consider application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended.

Mr. Green said the Municipal Railway is proposing that the Systems Improvement Program be amended to provide funds for facility improvements and the purchase of shop equipment and subway maintenance and miscellaneous equipment. Service and security vehicles, additional ultra-high frequency radios and walkie talkies are requested. Wheelchair lifts are requested and spare components for 100 LRVs.

Mr. Green stated that the total cost of the SIP Program Amendment is $45,450,947.

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At 4:22 p.m., Commissioner Henning was excused from the meeting.

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Following discussion among Commissioners and staff, and public testimony, Commissioner Sanger moved that the public hearing on this matter be continued. Commissioner Flynn seconded the motion, which was unanimously adopted:

President Pilcher directed that Item No. 7 (b) be continued to the PUC meeting of April 10, 1979.

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Resolution No. 79-0113--PUBLIC HEARING to consider the adoption of rates schedules to be charged by the PUC for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, said the application is to bring Hetch Hetchy rates into line with power rates prevalent in the area as approved by the State PUC. It will result in a reduction of revenue to Hetch Hetchy, and savings to customers of the Water Department and San Francisco International Airport.

President Pilcher asked for public comment, and there was none.

Commissioner Sanger asked if this was anticipated in the 1979-80 Hetch Hetchy budget.

Mr. Moore replied that PG&E is presently processing rate changes at the rate of once a quarter. It was therefore anticipated that there would be some change.

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ITEM NO. 9--PUBLIC HEARING to consider the General Manager of Municipal Railway's proposal to disallow the installation or exterior advertising panels on the new Light Rail Vehicles (LRVs).

President Pilcher explained that this matter was deferred from the PUC meeting of March 13, 1979. She said Commissioner Henning has expressed an interest in this item, and would like it deferred to the PUC meeting of April 10, 1979. She said the vehicles are not here yet, and there is no hurry on this matter. She requested some figures on the potential loss.

President Pilcher asked for comments from the audience.

Mr. Frank Scheifler asked why the Commission does not worry about the rest of the vehicles.

President Pilcher replied that Muni does have a contract with Metro Transit Advertising for a period of time for a minimum guarantee of $400,000 a year. She explained that if the Commission wishes to change its policy of allowing advertsing on new vehicles it must renegotiate with the advertising firm.

Ms. Marguerite Warren said she is interested in what Muni is going to lose.

Commissioner Sanger said the estimate is $76,000.

Mr. Paul J. Phillips of Metro Transit Advertising said the minimum guarantee at present is $400,000, but the firm has been above the minimum guarantee for the past few years.

Commissioner Flynn stated he remembers when Metro Transit Advertising requested that the minimum be reduced.

Mr. Phillips said his firm would rather be delivering additional revenue to the City because his firm would then also be receiving additional revenue.

Mr. Sklar stated the $76,000 figure is probably as good a guess as any. He commented that when the LRVs go into operation subway advertising will take over and will probably mitigate or eliminate any deficit.

Mr. Sklar said the question is will advertisers buy at the same rate for a vehicle that is underground in all of Market Street.

Mr. Phillips noted that only 25% of the trackage is underground on Market Street.

Mr. Sklar said he thinks 75 percent of the viewers are on Market Street.

Responding to a question from Commissioner McCrea, Mr. Phillips said the contract expires in June, 1981.

Commissioner McCrea requested that this item be brought back in three months.

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Resolution No. 79-0126--Adopting a policy that PG&E continue to provide mercury vapor lights in San Francisco until such time as it can be demonstrated to be economically feasible to convert to high-pressure sodium vapor units.

Commissioner Flynn asked to be excused from voting on this item and on the next item, due to a conflict of interest. On motion of Commissioner Sanger, seconded by Commissioner McCrea, the Commission voted to excuse Commissioner Flynn from voting on these items.

Commissioner Sanger asked the basis for the PG&E charge which results in the large increase.

Mr. Moore replied that it is a combination of capital costs, the economic life of the units, and the energy costs.

Commissioner Sanger commented that San Francisco does not pay the energy costs, and Mr. Moore stated that is where the big saving comes from San Francisco.

Commissioner McCrea asked about replacement, and Mr. Moore replied that questions are raised in certain neighborhoods about intensity of street lights. Where new lights are going to be installed anyway, Hetch Hetchy will allow PG&E to install the high pressure sodium vapor lights, which do result in some energy saving in the long run. However, these lights would cost almost $650,000 a year. He said the power is valued at the municipal rate.

Commissioner McCrea asked if the power could not be sold at market rate.

Mr. Moore replied that the monthly difference between mercury vapor and sodium vapor is $44,000.

Responding to a question from President Pilcher, Mr. Moore stated the lights on Market Street are high pressure sodium vapor. He said mercury vapor lights are the lights that now generally light San Francisco neighborhoods, both PG&E and City owned. The City has converted a few locations to high pressure sodium vapor.

Commissioner Sanger pointed out that the City has a master plan, and in the master plan is an urban design element. The urban design element specifically provides that only selected streets in the City shall have special lighting so as to demarcate their importance. One is Market Street, one is the approach to the Golden Gate Bridge, one is the Highway 101 approach to the Bay Bridge.

Responding to a question from President Pilcher, Mr. Moore stated that the Charter assigns responsibility to the PUC for spacing and design of street lighting.

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Resolution No. 79-0127--Authorizing the General Manager of Public Utilities to execute a memorandum of understanding on a compromise and settlement of disputed street lighting rates charged the City by PG&E and a letter agreement amending the "Agreement between CCSF and PG&E for Furnishing Street Lighting Service".

Mr. Moore reported that Deputy City Attorney Leonard Snaider has been working with PG&E. Hetch Hetchy has had some differences with PG&E regarding how they came to establish certain rates that only affected San Francisco. After a year's negotiations Mr. Snaider reached an agreement with PG&E, which will result in a refund to the City of $135,000 and a reduction in street lighting rates.

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Resolution No. 79-0131--Awarding WD Contract No. 1740-Suburban Facilities, Millbrae, California- to Ralph Larsen & Son, Inc., Burlingame, California in the base bid amount of $3,168,476.80.

Mr. George L. Newkirk, Contract Compliance Officer, stated that one of the contractor's "subs" has been ruled a non-bonafide minority subcontractor by the San Francisco Human Rights Commission. He said that prior to today's meeting he was called by the Human Rights Commission and told that the subcontractor in question has asked for a re-hearing of the matter, and this has been granted. The contractor, Ralph Larsen, is willing to substitute another minority concrete contractor if the present subcontractor cannot be qualified.

Responding to a question from President Pilcher, Mr. Dow stated that substitution of listed sub-contractors must be brought back to the Commission. Regarding the Amelco protest, Mr. Dow stated that the low bidder is going to do his own roofing work. Amelco is the 4th or 5th bidder. The sub-contractor to whom he objects is not part of the successful bid. For that reason it is not necessary to do anything concerning the Amelco letter.

Resolution No. 79-0132--Authorizing the transfer of unclaimed guarantee deposits in the amount of $6,570.22 to the Water Department Net Capital Investment Account.

Commissioner Sanger asked why it is necessary to wait 10 years before transferring these funds.

Mr. Eugene J. Kelleher, General Manager and Chief Engineer, Water Department, replied that the Water Department Rules and Regulations specify a ten-year period.

Commissioner Sanger suggested that staff bring an amendment to the Rules and Regulations before the Commission.

Mr. Kelleher stated that staff is presently working on amending the Rules and Regulations, and will amend the section on transfer of unclaimed guarantee deposits.

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Resolution No. 79-0133--Endorsing in principle the proposal for a new terminal for the N-Judah streetcar line west of the westerly curb line of the Lower Great Highway north of Judah Street and authorizing the General Manager of Public Utilities and the General Manager of the Municipal Railway to seek authorization from the Recreation and Park Commission for construction of the proposed facility on land under the jurisdiction of that Commission.

Commissioner Sanger stated that 5 or 6 months ago this matter came before the Commission, and was put over due to a question of jurisdiction after a considerable amount of discussion. He asked Mr. McMorris Dow why it has taken six months to ascertain which agency has jurisdiction over the property.

Mr. Dow stated he did most of the work on this matter, and there were many reports to go over. Also, he said, there was some difference of opinion in his office as to whether the item had to be rushed.

President Pilcher asked Mr. Green why the Commission is endorsing something in principle over which the Recreation and Park Department has jurisdiction.

Mr. Green replied that Muni wishes the project approved in principle in order to seek authorization from the Recreation and Park Commission to construct the facility. Staff will then come back to the Commission for bid call and award of contract. He said the project is also subject to review and approval by the North Central Regional Commission.

Mr. Joseph Balanesi, Jr., an attorney representing Mrs. Doris Surian, property owner, said he objects to and opposes the opinion rendered by the City Attorney's Office. He said he feels it requires more than approval by the Recreation and Park Commission to permit the use of the particular area for the terminal facility. Mr. Balanesi submitted a new map to the Commission. The proposed site, he said, will cause an impact on the property owner located across the Lower Great Highway. The impact would be one of noise, proximity and vibrations, as well as a visual impact. He said there are other more suitable locations. If the terminal were built on the South side of Judah Street there would be greater distance interposing, he said. Mr. Balanesi stated that Selina Bendix, Environmental Review Officer, in response to a letter from the property owner, stated that noise and vibration in the area north of Judah Street would increase. Mr. Balanesi added that there are 58 tenants of the property owner who reside in that building and oppose the proposal.

Commissioner Sanger said he recalled a request by the Commission for an example of what would occur if the facility were built South of Judah Street.

Mr. Rino Bei said that staff's first selection was to go South. In response to concerns expressed by residents it was decided to go North.

Commissioner Sanger asked about anticipated vibration.

Mr. Bei replied that the cars would be moving slowly. He said the amount of vibration would depend somewhat on the soil in the area.

Mr. Sklar commented that it is not a matter that one can measure, but the vibration will be felt at whatever distance people see the cars moving.

Commissioner Sanger said he went out to look at the site. There is proximity going North, but only garages front on the street at street level. He said that impact is more severe going South, in terms of fronting property owners. On the other hand, going South would increase the distance so that vibration and noise would be attenuated by the increase in distance.

Doris Surian said the project would interfere with the livelihood and the neighborhood, and is "putting the cart before the horse". She said the people on Judah Street voted the project down.

Commissioner Sanger explained that the Commission is attempting to start a process, and a terminal is necessary for the Judah line. He said the staff was told to come back with justification for going three-quarters of the way down the block. The Commission is not today, he said, approving any specific design, and there are requirements to be met by the Department of City Planning with respect to landscaping. He said he doubts that the terminal will be as long as proposed, because the Commission has never been presented with justification for that amount of backup space.

Mr. Sklar estimated the length of the terminal could be reduced.

Commissioner Sanger stated that the optimal situation is the northern route which would stop almost where Mrs. Surian's property line begins.

Commissioner Flynn made a motion to endorse in principle, with the staff to bring back to the Commission a determination to include shortening the terminal to alleviate the impact on property owners.

Commissioner McCrea seconded the motion, which was unanimously adopted.

ITEM NO. 23--Discussion of the "No Fare, No Ride" policy inaugurated on January 8, 1979.

President Pilcher said staff was to come back with a report on this matter after 90 days. Since 90 days have not elapsed, she directed that the matter be deferred to a later meeting.

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Mr. Sklar stated that it is intended as a part of the LRV program during this fiscal year to begin putting cars on the K-Line in shuttle configuration on April 2, 1979. These cars will be intermixed with PCC cars. They will be non-revenue cars and will be part of the test program. A number of cars which have been tested at night will be moved into a more simulated operation mode. These cars will run from a shuttle loop from Balboa Park to West Portal. The public will be encouraged to ride the cars and will ride free. No one will be able to get a transfer. The cars will be identified as test vehicles.

Mr. Farrel Schell, Director, Muni Metro Task Force, stated the K-Ingleside display will have to be shown. He said there would be no change in K-Ingleside scheduled service.

Mr. Sklar stated that in the event that the proposed service makes the 92 an obsolete service the Commission will be asked to implement the Line 92 abandonment.

THEREUPON THE MEETING ADJOURNED: 5:38 P.M.

ROMAINE A. SMITH
SECRETARY

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M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Balboa High School

1000 Cayuga Street, Auditorium

7:00 P.M.

March 29, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 7:15 P.M.

Present: President Claire C. Pilcher, Commissioner John M. Sanger

Absent: Vice President Peter McCrea, Commissioner H. Welton Flynn, John F. Henning, Jr.

SPECIAL MEETING TO CONSIDER THE SAN FRANCISCO MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AND OBTAIN PUBLIC COMMENTS

President Pilcher introduced Commissioner Sanger and members of the Public Utilities Commission staff. She said there have been over 70 community meetings, 11 district workshops and this meeting is the fifth night meeting of the Public Utilities Commission to discuss the Municipal Railway's 5-Year Plan. She announced the Commission meeting of April 3, 1979, when the plan will be voted upon.

Thomas Matoff, Acting Director of Planning, stated that the 5-Year Plan is a master plan for transit over a 5-year period mandated by the Federal government, based upon the recommendations of the Planning, Operations and Marketing (POM) study.

Buford Johnson, Transit Planner, narrated a slide presentation highlighting the routes proposed in the 5-Year Plan, with emphasis on lines serving the southeastern section of the City.

President Pilcher announced that individual speakers would be allowed 3 minutes and speakers representing a group would be allowed 5 minutes.

Frank Scheifler said that San Francisco has the highest "riding habit" of any city in the United States without rapid transit. He said the present routing must be somewhat right without going to the drastic changes that are proposed. He submitted a written statement of his comments on the 5-Year Plan to the Commission.

Carlos Luna stated that he is a long-time user of public transit. He said if he had a choice he would take a jitney. He said the plan will eliminate the No. 14 GUERRERO and encourage people to ride BART, which isn't reliable.

Marion Aird read a letter from the Department of Public Works to the Transit Improvement Program regarding possible engineering and traffic problems posed by the proposed J-Line extension. She said that this project bears thorough investigation before any decision is made to put light rail vehicles on San Jose Avenue.

Julius Zamacona said he agrees with Ms. Aird. He said he is concerned about the No. 12 Line going past his house on San Jose Avenue. He asked if the No. 47 Line is to be discontinued. Mr. Matoff answered, "Yes".

William W. Woodworth said he was present to protest the No. 14 Line serving Daly City when San Franciscans can't get on. He said, "Now you want to serve BART".

Commissioner Sanger said that if Muni does not serve Daly City people will drive into the City, park their cars on neighborhood streets, and use the bus.

Mario Renzi--passed.

Emil Bertana said he is opposed to the No. 26 looping through Stonecrest due to the narrow streets, noise and exhaust fumes. He said this was not in the original plan.

Ira Phelps--passed.

Anna F. Bray, President of St. Mary's Park Improvement Club, said her club is happy to have a bus serving their area. She said they had tried for a long time to get a bus.

Gloria Cerutti of San Jose Avenue said her area is fighting streetcars, wires, property depreciation, noise, etc. She said Wilbur Smith's report said there will be 87 cars deadheading on her street. President Pilcher said that the plan has been changed and there will be no deadhead cars.

C. M. Venezia, representing Veterans of Foreign Wars, said he was concerned about service to the Veterans Hospital. He asked if the Nos. 38 and 38L were the only lines going to the hospital. Mr. Matoff said the No. 18 will also serve the hospital. He suggested that all No. 38 Line buses serve the hospital.

Walter Drolet said he supports the plan.

Norma Wardell, speaking for the neighborhood committee in opposition to the J-Line extension, concerned with 30th Street, Dolores Street and San Jose Avenue, said there has been physical damage to homes from vibration from buses, and asked how much more damage would occur from LRV's. She said there have been many accidents in the area and that the LRV's will add another safety problem.

Arthur Chase said he was pleased with the proposed service on the No. 23 for Bernal hill. He said electrification of the line is an added improvement.

Gus Rowe said he was chairman of the committee that worked to remove the tracks from San Jose Avenue in the 1950's. He spoke against putting tracks on San Jose Avenue and Dolores Street. He suggested putting in special lighting along the center strip on San Jose Avenue.

David Kaye said he supports the plan overall. He suggested that the tracks on Market Street be retained for emergency and peak demand use.

J. Figlietti said that rather than eliminating the No. 28 Line from the Geneva loop more service should be added instead of giving the service to Daly City.

Jim Gravanis, representing Glen Park Association, said the Association supports removing the No. 10 Line from Whitney and Chenery Streets, and rerouting it along Bosworth Street. He said they are opposed to extending any lines from Diamond Heights to Glen Park BART station via Mateo and Miguel Streets. He said they are in favor of extending the J-Line along San Jose Avenue. He hopes the plan will include smaller vehicles.

Jan Malone, representing the administration of Ralph K. Davies Medical Center, said the Nos. 37, 22, 24 and N serve the Medical Center and are doing a good job. She suggested that the No. 24 be extended to the Marina. She asked how people in wheelchairs get on Muni buses. President Pilcher said a study of this matter has been done and will be before the Public Utilities Commission shortly.

Tony DiPietro said he is against the J-Line extension. He said BART and the No. 26 Line are the main form of transportation used by the community.

Ellen Felcher said she lives on Whitney Street and approves the changes on the No. 10 Line. She asked that the No. 10 be removed from Whitney Street as soon as possible due to the narrowness of the street.

Ralph A. Grandy asked how long residents along the proposed J-Line extension would be unable to use their garages and parking spaces in front of their homes. Commissioner Sanger said an environmental impact report will be necessary on this project, and it will provide information on matters like this.

Roberto Lemus said the new streetcars that are being tested in the middle of the night are very noisy.

Chuck Arnold, from CAP-Trans, said that the J-Line extension has some good features, but the problem of the underpass at San Jose Avenue will have to be solved before Muni can go forward. He supported the No. 10 Line and said going through St. Francis Wood was the most direct way to go. He suggested routing the Nos. 81 and 72 so that they can connect at a common stop with the Nos. 12 and 14 at Mission Street. He suggested retaining the Nos. 14X, 14L and 14GL. He suggested extending the No. 36 to the top of the hill Daly City to see if it improves ridership rather than extending the No. 14 Line. He suggested that the No. 30 Express be renumbered.

Iris Geik--no response.

H. Mills said he gathered signatures from the residents of Mateo, Miguel and Roanoke Streets against having the No. 35 on these streets due to the narrowness of the streets.

Rosalie Blazei thanked the Muni staff for changing the POM recommendations regarding buses on Mateo, Miguel and Roanoke Streets.

Milan Yurosh--passed.

Olga O'Callaghan said she had a special request that deals with the present situation and asked to see Mr. Green after the meeting. Mr. Green agreed to meet with her.

Richard W. Lowry said he supports the plan and grid system. He said he supports extension of the J and M-Lines over San Jose Avenue and to Southern Pacific depot, and the construction of the E-Line. He said he supports the proposed Nos. 10 and 11 crosstown lines. He suggests the following routing for the No. 72 Line: north on Sunset Boulevard, east on Lawton Street, north on 28th Avenue, west on Lincoln Way to Sunset Boulevard west over the present proposed routing.

Paul Goodlateu, President of California Association of Physically Handicapped, San Francisco Chapter, said he is concerned about the delay in awarding a contract to design a lift. He said his association endorses the handicapped and elderly report and hopes it will become part of the 5-Year Plan.

Loretta Mae Duggan said she was concerned about the rerouting of the No. 5 and No. 21 Lines in the Civic Center area.

Leo Panattoni--no response.

Montford Cardwell said there is no north-south service between Van Ness Avenue and Fillmore Street. He said he supports retaining the present service and more local service on Haight Street. He suggested that limited service run during the peak hours.

Kenneth Farmer spoke in favor of public transit. He suggested that Muni not change drivers in the middle of a route because it slows the service. He suggested retaining the old streetcars and using them on other routes, such as Geary Street.

John Watterson--no response.

Marvin Marro, representing Concerned Citizens of Southern Merced Heights, asked that the No. 18 Line be rerouted to provide service from Orizaba Street along Alemany Boulevard to Payless and Stonestown. He suggested surcharging peninsula residents boarding at Daly City BART station. Mr. Matoff said he would consider Mr. Marro's suggestion to reroute the No. 18 Line around Arch Street.

Al White said the present No. 28 Line does not service the O.M.I. area. He said he was concerned about school children going to school, not busing people to BART.

Supervisor Don Horanzy said he had been asked to say a few words about the J-Line extension. He said, "The J-Line seems to have one major drawback -- the underpass at Interstate 280." He referred to the Department of Public Works' letter on this matter. He said he "would be interested in seeing the cost of redesigning that bottleneck to accept both traffic and trolley service." He said that Muni's application for an EIR states the net benefit to be $180,000 a year. He said that the net benefit seems small compared to the large expenditure to redesign the area.

Mrs. C. S. Ellis, representing the Bayview District, said she is concerned about the No. 54 Line because it serves many school children and senior citizens. She asked if the No. 30 Express is retained in the plan. Mr. Matoff said it would operate from the Cow Palace rather than Geneva and Mission Streets.

Harry Anderson said he is concerned about eliminating limiteds on Mission Street and forcing people to use BART. He said there is a duplication of service on the No. 81 Line from Mission Street to Balboa Park station. He suggested eliminating the No. 12 Line from this section.

Charles J. Higgins said he is opposed to tracks on San Jose Avenue.

Florence A. Norton--no response.

Jimmie Grims spoke in favor of retaining the No. 10 Line as it is so he won't have to transfer to the No. 43 Line.

Vineta Lopez said she is concerned about losing the No. 10 Line to hospitals in the Richmond District. Commissioner Sanger said that the new No. 44 Line would provide Ms. Lopez with better service than she presently has on the No. 10.

A. L. Wilmoth said he is opposed to routing the No. 26 Line on Maynard, Gladstone, Cambridge and Trumbull Streets due to the narrowness of the streets. Responding to a question by Commissioner Sanger, Mr. Matoff stated that residents had requested this service; however, if it is not wanted it could be deleted.

Charles A. Brown said that he has not received a request for neighborhood input regarding the environmental aspects of the J-Line extension. He spoke against polluting St. Francis Wood and O'Shaugnessy Drive with diesel buses.

Norman Rolfe said some people think extending the J-Line will slow down transit. Others think it will speed up transit. He said these people should get together and rethink the issue without so much emotionalism.

Thomas H. Meeks, representing Diamond Heights Community Association, said the Association appreciates the route changes on the No. 35 and No. 37 Lines through Diamond Heights. He said they are disappointed that Muni didn't follow the consultant's recommendation and route the No. 35 Line to the Glen Park BART station. He suggested that smaller buses or jitneys could provide this service.

Dena Beers said that service is needed on Maynard and Trumbull Streets.

Richard O. Danvers, speaking for the deaf community, suggested installing a teletype device, like those used by BART, to telephones in the information office.

Kathy Ford from the Stonecrest area, asked if a compromise could be made, such as using a small jitney-type bus.

Mrs. Rae Drummond from the Stonecrest area, said service is needed to get people to work. She suggested a shuttle on Trumbull Street to BART.

President Pilcher announced that the plan would be voted upon April 3, 1979, at 2:00 P.M. in the Lurie Room of the Main Library.

Mr. Matoff asked the people from the Stonecrest area to discuss the problem after the meeting.

THEREUPON THE MEETING ADJOURNED: 9:30 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

PUBLIC MEETING

Lurie Room, Main Library

2:00 P.M.

April 3, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:12 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

The minutes of the special meetings of March 19,20, and 22, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0140	M	Approving and adopting the Municipal Railway 5-Year Plan 1979-1984, as amended.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0141	M	Authorizing and directing the Municipal Railway to proceed with implementation of Phase I of the Municipal Railway 5-Year Plan 1979-1984, including service on new and revised lines 1X,2,3,4,10,11,15,19,25,26,29,31,31X,35, 37,38,38L,38AX,38BX,39,42,43,44,54,55,83; and requesting the Board of Supervisors in accordance with Charter Section 3.595, to not disapprove discontinuance of service on all or portions of existing lines 1,2,2X,3,10,11,19, 25,26,29,31,35,37,38,38X,39,42,43,44,51,54 and 55.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

President Pilcher stated that Item No. 7 would be consideration of the Municipal Railway 5-Year Plan and that speakers would be heard regarding the plan in principle but not on specific routes. She stated that Item No. 8 would deal only with the routes involved in Phase I which Thomas G. Matoff, Acting Director of Planning would explain. She said there would not be any new testimony other than from those who have not been heard already. As in the past, testimony would be limited to three (3) minutes for individuals, and five (5) minutes for an organized group.

Resolution No. 79-0140--Approving and adopting the Municipal Railway 5-Year Plan 1979-1984, as amended.

Thomas Matoff, Acting Director of Planning, stated the first item is the adoption of the 5-Year Plan. More than 70 neighborhood meetings were held last year plus 11 district workshops. He said the adoption of the plan itself is a policy statement of the Commission and does not in and of itself mean that the plan will be implemented. Each recommended change or capital improvement in the plan would require separate votes of the Commission. When there is an abandonment of a line involved that also has to go to the Board of Supervisors. The first item concerns only the question of adopting the plan as a matter of PUC policy. As previously explained, every public transit system in the country which receives federal operating assistance must adopt such a plan. About four years ago the Planning, Operations and Marketing Study (POM) was undertaken by private consultants paid for by a grant from the federal government. The recommendations received extensive public review. Many changes were made to those recommendations, which are now held by the Public Utilities Commission. As a result of those meetings the staff would like to make some amendments to the plan. Mr. Matoff read the text of the resolution. He said very briefly the proposed amendments that came out of the last 5 meetings are as follows:

First, 12-OCEAN-VAN NESS--It is recommended that the text of the plan be changed to note that the northern terminal of the No. 12-Line be re-routed into Fort Mason over an alignment to be determined by staff in cooperation with the National Park Service.

Second, 18- 46th AVENUE-- It is recommended that the loop at Stonestown by Buckingham and Winston be added to the No. 18-Line. This is in response to residents of the Stonestown Apartments and people who live along Buckingham Way. It is recommended that that section which is now served by the No. 18 continue to be served by the No. 18.

Third, 26-GUERRERO-- There is a proposal in the plan that the outer end of the No. 26-Line be taken into the Stoneycrest neighborhood, which is below Silver Avenue between Silver Avenue and the I-280 freeway, a fairly isolated part of the City that has not had transit service before, except for the stop on the 14-Express. There was some concern about the proposed route through the neighborhood loop, and it is recommended that the idea of service be maintained there, but that a different route be chosen in cooperation with the citizens over the next few months. That is possible to do as there are no changes in that area of Phase I. Staff recommends that this be put in the Plan.

Fourth, 30-COIT: It is recommended that both the Union Street and the Lombard/Telegraph Hill Boulevard legs of the No. 39 be connected to Fisherman's Wharf by this proposed line. In that way one bus can serve both branches of the line now serving Telegraph Hill, as at present. This is in response to a request of the Telegraph Hill Dwellers at the meeting at Galileo High School. It also better balances the running time of the No. 39 and the proposed No. 83-Pacific.

Fifth, staff recommends the addition of a one coach shuttle line No. 73-Lincoln Way, to operate between Haight and Stanyan and 20th Avenue and Judah Street along Lincoln Way, Monday through Friday; and that on Saturdays and Sundays, the No. 7-Haight operate as a motor coach out Lincoln Way to 20th Avenue. This is in response to the request of some people in that neighborhood who were concerned about the inability to make local trips along Lincoln Way. Staff believes that the few people who can not make it to Judah Street to take the N-Judah Muni Metro service downtown can be provided with a neighborhood shuttle type operation and that on weekends and holidays when there is more travel to the Park that through service by the No. 7 would operate out Lincoln Way as far as 20th Avenue.

Sixth, staff is recommending that the 83-Pacific operate east along Broadway from Powell to Kearny, along Kearny from Broadway to Pacific and then all the way back on Pacific from Kearny to Van Ness Avenue. This would be a sight change in the plan and is recommended as an amendment.

Mr. Matoff said he would like to mention those areas that have been rather contentious at previous meetings, and where staff is not recommending amendments. One of those is the No. 10-Line operating through Saint Francis Woods. There was a request at the meeting at Lincoln High School that the staff consider alternatives to the proposed routing. It is proposed to have the No. 10 operate from the Zoo, along Sloat Boulevard, Saint Francis Boulevard, Monterey and then east along Monterey Boulevard to Glen Park and to the eastern part of the City. The Saint Francis Woods Homeowners Association asked that staff look at a route operating along Foerster, Judson, Phelan, Ocean and Junipero Serra to Saint Francis Circle. In addition, staff looked for a couple of other alternatives--one operating along Plymouth, Yerba Buena and Portola and down to Saint Francis Circle, and one which would operate through the woods but avoid Saint Francis Boulevard and along Santa Clara and Portola to Saint Francis Circle. After actually making trips on all of these proposed routes with a diesel bus, staff has come to the conclusion that the routes recommended in the original 5-Year Plan should be sustained. A proposal to operate along Yerba Buena, Portola and/or Santa Clara would involve a longer route, and operation down very narrow streets. There is no effective improvement in service by doing this and, in fact, it is doubtful if people from Saint Francis Woods would be any happier with this proposal than the original one. With regard to the route along Junipero Serra, Ocean, Phelan, Judson and Foerster, it is a much longer route, and would add 10 minutes to the round trip, which would require another motor coach to maintain the service level on the line. A final issue was raised about the volume of traffic on Saint Francis Blvd. Peak rush hour traffic is 600 cars per hour. An increase of 6 coaches in each direction is proposed.

An objection was raised on the No. 18-Line from Lincoln Park to the Presidio along El Camino del Mar. Staff's recommendation is that the routing along El Camino del Mar be sustained. The No. 25-Line already operates along another section of El Camino del Mar. It is proposed that service be abandoned along 250 feet of Sea Cliff Avenue and 25th Avenue, and that an addition of only 200 feet of service be made along El Camino del Mar.

No changes to the plan are recommended for Lines 71, 72, 16X or 66. An analysis of the present schedule shows that between the Sunset district and downtown, during the morning peak hour inbound, for example, there is a capacity for 5,102 passengers; that is 95 passengers per PCC streetcar, and 72 per General Motors bus. Under the 5-Year Plan capacity of lines L,N, and 71 would increase that to 7,026 passengers per peak hour, making it 150 passengers per LRV, 72 passengers per motor coach or a 37.7 percent increase in radial capacity. It is staff's position that it is not justified to operate parallel express bus lines, or further radial lines with this increased capacity. However, it is realized that this involves changes in the way that people have traveled. It is recommended that the Commission make the Sunset District changes in the Plan, and that Mr. Green's staff review the problem and not make any changes in service until the Muni Metro operation is reliable, trouble free and able to carry the increased load

President Pilcher opened the meeting to the public.

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James A. Schroeder said regarding spending federal grant money for this study,that federal tax money comes out of the same pocket as local tax money. He commented that Mr. Matoff said that the Sunset was not going to be changed from the plan. He said that people who are passed up by buses now will be able to crowd on. He suggested that the Commission begin with a 5-day plan instead of a 5-Year Plan--something that Muni could handle.

John E. Kalin said he was interested in the proposed route for the No. 33-Line, but would defer his comments because it is not in Phase I.

Nancy Solomon said she wanted to turn in a petition opposing the proposed route for the No. 33-Line.

Mike McGill, representing SPUR said that a letter stating SPUR's position had been sent to the Commission. He said that SPUR is pleased with the plan, and suggested that the Board of Supervisors be asked to endorse the plan.

Don Connors stated that Mr. Matoff has produced a fine document. Mr. Connors said that the Citizens Action League in the Sunset was in favor of adopting the plan, as presented at this meeting and that they would so inform their supervisors.

Beatrice Calderon said that she does not want the No. 71 and No. 72 taken away.

Mr. Matoff stated that there would be a bus on Lincoln Way--a one coach shuttle line would run Monday through Friday from Haight and Stanyan along Stanyan, Frederick and Out Lincoln Way to 20th Avenue.

Edna Peralta from the Citizens Action League said the CAL is no longer objecting to the Plan.

Sam S. Sato, representing Nihon-Machi Merchants Association, said that the Association is interested in the extension of the No. 61 California cable car line along California Street from Van Ness onto Webster down to Geary Street.

Lon Kellstrom--no response.

Maurice Klebolt, President of the Citizens Advisory Panel to the Board of Supervisors, gave copies of his proposal to the members of the Commission. He said that electrification is a prime concern, and suggested rewiring the entire system and installing pantographs on the old PCCs. He said that owl service

is not addressed in the 5-Year Plan. He suggested that Muni Metro operate 24 hours a day and use part-time platform employees. He said regional access is not part of this plan. He said that the honor fare system should be dropped. He suggested that FAU money be used for prempt signals, loading bulbs and diamond lanes. He said that the work on the cable car system should be done simultaneously.

Ingram G. Mack said he wanted to speak on Item No. 8.

John W. Holmes said he supported the plan.

John Knox said he supports the Muni 5-Year Plan.

Carl Smith, representing Friends of Noe Valley, Transportation Committee, said they support the Plan and the J-Line extension.

Vernon Anderson from the Crestlake Property Owners said he submitted a letter.

Frank Scheifler said he was present to answer questions regarding the report he had submitted. There were no questions.

Commissioner Henning made a motion to adopt the Municipal Railway 5-Year Plan 1979-1984 as amended, Commissioner Flynn seconded the motion, which was unanimously adopted.

Commissioner Sanger stated that coordinating Muni's electrification with PG&E's underground service is a concern of the program.

Commissioner Sanger moved that the plan be amended on page 247 to add: "b. Coordination With PG&E Undergrounding", to read: "On streets now having overhead PG&E wiring it is the intent of the plan to pursue every possibility for coordinated action so that PG&E undergrounding of wires occur simultaneously with construction of new overhead trolley wires." President Pilcher added, "with the understanding that we in no way intend to delay our electrification program".

Commissioner Sanger complimented the Transit Planning staff for a fine planning effort with a great deal of citizens' involvement, and for expression of desire and achievement of desire. President Pilcher said she seconded Commissioner Sanger's statement, and added that large organized groups have found responsiveness to their desires and wishes and the numerous changes in the plan indicates a desire of the staff to provide a better transit system and respond to individual neighborhood needs and concerns. Commissioner McCrea said that if one wants a measure of how much impact neighborhood meetings have had, compare the 5-Year Plan to the POM study. *******

Resolution No. 79-0141-- Authorizing and directing the Municipal Railway to proceed with implementation of Phase I of the Municipal Railway 5-Year Plan 1979-1984, including service on new and revised lines 1X, 2,3,4,10,11,15,19,25,26,29,31, 31X, 35, 37, 38, 38L, 38AX, 38BX, 39, 42,43,44,54,55 83; and requesting the Board of Supervisors in accordance with Charter Section 3.595, to not disapprove discontinuance of service on all or portions of existing lines 1,2, 2X,3,10,11,19,25,26,29,31,35,37,38,38X,39,42, 43,44,51,54, and 55.

Ingram G. Mack, said that the residents of the 2100 block of 39th Avenue are opposed to routing the No. 11-Line along their block.

Peter Straus, Transit Planner, stated that staff recommended amendments to Phase I. Changes to the No. 39-Line and the proposed new No. 83-Line are consistent with the amendments to the plan already mentioned. The No. 10 Monterey, temporary routing, would be changed from Diamond, Chenery, Whitney, 30th, Mission, Cortland to Diamond, Bosworth, Mission, Cortland in response to a request from the Glen Park Association, Saint Mary's Park and Whitney Street residents.

Mr. Straus said that staff recommends that the No. 44-Line be routed over O'Shaugnessy in Phase I, and that the No. 52-Line be extended on a 20 minute headway over Diamond Heights and Diamond via the present route of the No. 44 to Forest Hill Station, and that the southern portion of the No. 52 be restructured as proposed in the recommended plan for the No. 37.

Vernon Anderson asked how many runs would be necessary to implement Phase I in the Richmond area.

Mr. Matoff explained that the 5-Year Plan is based upon the 1976 level of service before 50 runs were cut.

Maurice Klebolt said that the riders of the 1X would be better served if the bus continued down California Street to the financial district rather than make a jog. He said that he concurred with the routing of Line No. 10 through Saint Francis Woods. He said the No. 19-Line should be routed from Polk Street past City Hall and across Mission to its present route. He said he didn't agree with the contra-flow lane on Hyde Street. On the No. 26-Line, he recommended that the Glen Park terminal be extended to Balboa Park until the J-Line extension issue is settled. On the No. 31-Line, he recommended a loop where the No. 31 would operate 33rd,Geary to the beach and return on Balboa. On the No. 37-Line he recommended retaining the present route of the No. 52-Line on the Russia loop. For the No. 38-Line he recommended a loop west of 33rd Avenue, out to the beach, along the Great Highway, Balboa to 33rd Avenue. The No. 38 and No. 31 would loop together. He said the No. 42 Downtown Loop can be "deep-sixed", and the buses used to supply express service. He said that the No. 55 is redundant. He would like to see it called a line 1 short turn. The No. 83 he suggested routing on Stockton Street rather than Powell Street.

Commissioner Sanger asked Mr. Klebolt if he had presented his suggestions to the staff before today. Mr. Klebolt answered, "Of course not". Mr. Klebolt asked that this item be put over for one month.

Claudia Doerr said she was concerned with conservation issues, and she didn't think it would be wise to have a bus go down Presidio Avenue into the Presidio. She said she has been trying to keep the eucalyptus trees alive and that pollution from the buses, and especially the asbestos when the brakes are applied, would be detrimental. She said traffic should be eliminated from Golden Gate Park also, or any place where there is greenery.

John T. Squire, President, TWU Local 250-A, said that Vernon Anderson is partly responsible for putting the Municipal Railway in the condition it is in today. He said that Maurice Klebolt attacked the staff needlessly. Mr. Squire said that staff has done a credible job of involving the riding public, operators and shop personnel to get input.

Sam Walker commended staff for the increase in service in the Third Street corridor.

Fred Perry, a member of CAPTrans, said that they reserve the right to attack anyone, anytime, anywhere.

A woman in the audience said a petition had been circulated to retain the No. 38-Line on outer Balboa Street. She said the No. 31-Line "would be fine if we were going downtown but we don't do our business there. We can't take the No. 31 to go to church or visit our friends".

Mr. Matoff stated that the Northwest Corridor study made the same recommendation. He said there is no logical reason to continue the No. 38-Line out Balboa.

Commissioner Sanger said that the people who live on outer Geary have had to transfer to continue down Geary Street.

Richard Sklar said that if Mr. Klebolt had given his suggestions to staff earlier there might have been a chance of having some of them incorporated in the plan amendment. However, if his purpose was "last minute theatrics" then he has proceeded in the right way.

Commissioner McCrea moved to adopt Item No. 8, as amended. Commissioner Henning seconded. The Commission voted unanimously to approve implementation of Phase I of the 5-Year Plan.

Commissioner McCrea congratulated President Pilcher on the way she conducted the last 6 meetings. He said he thought she had distinguished the Commission and the City in the way she handled herself. The Commission and audience applauded. President Pilcher thanked the public for its cooperation.

THEREUPON THE MEETING ADJOURNED: 4:05 P.M.

ROMAINE A. SMITH
SECRETARY

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M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

April 10, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
MUNICIPAL RAILWAY	ACCOUNTS
HETCH HETCHY PROJECT	PUBLIC SERVICE
WATER DEPARTMENT	PERSONNEL & TRAINING
	SAFETY
	PUC COMPUTER CENTER

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith
SECRETARY

Call To Order: 2:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

The minutes of the regular meeting of March 27, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0142	W	Approving a systemwide flat rate increase for water service and water supplied by the San Francisco Water Department.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0143	HH	Awarding HH Contract No. 604-Paint Steel Towers Moccasin-Newark Transmission Line to-Turner West Enterprises, Fairfield, California, in the amount of $38,765.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0144	HH	Awarding HH Contract No. 586-Bryant Substation Underground Power Facilities and Related Work to Abbett Electric Corporation in the amount of $211,988.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Henning, the following resolution was adopted:
79-0145	HH	Accepting as satisfactorily completed work under HH Contract No. 547-San Jose Substation/ Install Equipment; approving credit modification of $3,237.52; and authorizing final payment of $8,569.20 to L.K. Comstock and Company, Inc., Contractor. (Power Improvement Program/Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0146 HH Approving modification in the debit amount of $35,266.00 to provide funds for additional work under HH Contract No. 533-J-Line Streetcar Overhead System, Conversion for Pantograph Operation. (Power Improvement Program/ Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0147 W Settlement of Condemnation Action #H-53902-7 as filed by County of Alameda to acquire certain Water Department land located on the easterly side of Pleasanton-Sunol Road in the amount of $1,060.00 to the City, plus 0.373 acres of land to be conveyed to City by Alameda County.

Vote: Ayes-Pilcher,McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0148 W Settlement of Condemnation Action #H-52630 as filed by Alameda County Flood Control and Water Conservation District to acquire certain property rights in the San Francisco Water Department's Pleasanton Lands, Parcel 69 located near Bernal Avenue in the amount of $3,800 to the City.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0149 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $635.79, month of March, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0150 W Approving supplemental appropriation, amount $456,000 to charge full market value for electric power to all customers except Ad Valorem Supported departments of the City & County of San Francisco.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0151 M Authorizing the General Manager of Public Utilities to apply for and accept FAU funds for "Transit Only" and "Streets/Transit" projects included in a 5-Year Plan. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0152 M Approving plans and specifications for Contract No. MR-669- Central Control Room Installations- West Portal Station, and; authorizing advertising for bids to install partitions, modify existing heating, ventilating, air conditioning (HVAC) and electrical systems. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0139 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $63,750.00.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0153 HH Authorizing the General Manager of Public Utilities to execute the letter-agreement amending certain charges provided in the "Amendment Agreement" dated June 24, 1975 between City and Pacific Gas and Electric Company.

Vote: Ayes-Pilcher, McCrea, Henning, Sanger
Excused from Voting-Flynn

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0154 HH Approving the appointment of the legal firm of Howard, Prim, Rice, Nemerovski, Canady and Pollak as special counsel for assisting the City Attorney's Office in potential litigation involving Hetch Hetchy electric rates and service.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0155 HH Declaring the amount of $6.5 million surplus to needs of Hetch Hetchy Water and Power System, and available to the City and County of San Francisco for general purposes.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0156 HH Authorizing the General Manager of Hetch Hetchy Water and Power to execute revocable permits to United States Forest Service for use of Buildings at Cherry Valley Dam.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the the following resolution was adopted:

79-0157 HH Accepting as satisfactorily completed work under HH Contract No. 529-Carl Substation/ Construct Building and Install Equipment; approving credit modification of $4,174.31; and authorizing final payment of $5,785.53 to-S.J. Amoroso Construction Company, Inc., Contractor. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0158 W Approving an Assignment of Lease Agreement between Donald Pemberton, Assignor, and Armanino Farms of California, Assignee and; providing an increased rental.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0159 M Authorizing bid call for Contract No. MR-654- N-Line, Duboce Avenue, Church Street-Track Reconstruction, Sidewalk Narrowing and Sewer Enlargement. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0160 M Approving disposal of eleven (11) PCC Streetcars originally purchased from the Toronto Transit Commission.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0161 M Approving Modification No. 3 to Agreement for Professional Services with the Urban Transportation Development Corporation, Ltd., to develop a program for maintenance management and procedures.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0162 M Approving supplemental appropriation in the amount of $813,500 to provide the necessary resources to initiate a new Maintenance Improvement Program for the balance of fiscal year 1978-79.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER--Richard Sklar
Public Hearing to Consider Application to Department of Transportation for a Grant under UMTA, as amended, SIP (Continued from meeting of March 27, 1979).

Mr. Sklar requested that this calendar item (No. 7) be continued to a later date.

K-Line Shuttle

The shuttle operation has been delayed because of a malfunctioning signal switch at the Ocean Avenue crossing. This morning a meeting was held with the Muni Metro Task Force, Dr. John M. Christensen, Jr., Don Touton of Klauder Associates, and three people representing the firm of O'Brien and Kretzberg.

This firm was used by Wastewater Management, and is now being used by the Airport for scheduling and control of major capital projects. The firm will be engaged for a small amount of money to put together a schedule and budget for activities leading to revenue service.

Regarding the money for the Muni Metro program, which Mr. Sklar said he regards as the keystone to implementing the 5-Year Plan, MTC and the Mayor's Budget Office has been informed that all Muni Metro money has been removed from next year's budget. Staff is working with UMTA and MTC for the money necessary to implement revenue service, reallocated or appropriated through other Federal sources. This can not be accomplished until a budget for Muni Metro is put together.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS
Operator Number Plaques

Commissioner Peter McCrea requested that Curtis E. Green, General Manager, Municipal Railway, prepare a report for the next PUC meeting on when the new operator number plaques will be installed in the buses. A press release stated they would be operable by April 1, 1979, but at this point they have been "gutted out" of every bus in the City. Commissioner H. Welton Flynn said this is not the case. Some are missing, and some are being used.

ITEM NO. 7--PUBLIC HEARING to consider application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended, SIP (Continued from meeting of March 27, 1979).

On motion of Commissioner John F. Henning, Jr., seconded by Commissioner H. Welton Flynn, the Commission voted unanimously to continue this item.

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Resolution No. 79-0142--PUBLIC HEARING to consider proposals for rate increases for water service and water supplied by the San Francisco Water Department.

President Pilcher listed the three (3) proposals: (A) includes a lifeline provision for all individually metered single family residential users in San Francisco; (B) includes a lifeline provision applying to all residential living units in San Francisco, excluding hotels, motels and boarding houses; (C) includes a systemwide flat rate increase for water service and water supplied by the San Francisco Water Department.

Mr. Eugene J. Kelleher, General Manager and Chief Engineer, San Francisco Water Department, stated that on February 27, 1979, the Commission approved a 14% rate increase. On March 19, 1979, the Board of Supervisors indicated that the rate increase was too large, and secondly that a lifeline rate for the needy and elderly should be established.

Referring to two charts, Mr. Kelleher stated that operations for next fiscal year are $532,000 less than what the Department will spend this fiscal year, indicating a rate decrease of 1.5 percent. The capital improvement program has been increased by $4,041,000. This represents a need for 12.8 percent of the total 14 percent rate increase.

Unappropriated revenue, depleted because of loss of sales, requires another $932,000 to bring reserves to a satisfactory level for emergency uses, or in case revenue estimates fall short.

The total of all items, representing the total budget, adds up to a 14% rate increase.

The other chart, he said, has broken down the 12.8 percent rate increase, and includes major items under the capital improvement program. The first item shows an increase of $197,000 in equipment. The Department has 248 old vehicles in the fleet. Many have operated over 100,000 miles and are more than 10 years old. Off-road equipment is 15 to 20 years old.

Debt service has been increased by $566,000. This is to sell $8 million worth of bonds included in the 1972 bond issue. The Department has been criticized in a Board of Supervisors audit for not pursuing these projects in a timely manner. Consultants have been hired for environmental reviews for the large projects. One project is completely designed and ready to go. If the bonds are not sold, project costs will go up another 15 percent.

Facility maintenance and capital projects normally are on-going projects for replacement of services, purchase of new meters, replacement of water mains, cleaning and cement lining of larger mains. It includes replacement of fences, construction of roads, and rehabilitation of the system. A 14 percent increase will produce $6,639,000 for facilities maintenance and capital projects. That is an increase of $1,328,000 over the current year for these items. All of the increase relates to a 50-year main replacement program which the Department has been trying to initiate for the past three years. The proposed program will provide for the replacement of older mains in San Francisco at the rate of 4 miles per year, and construction of 8,000 feet of feeder mains to support the older mains left in place. The Department feels this is a critical project. A total of 258 miles of mains were installed prior to 1896. To install those mains today would cost over $100 million. There are a total of 1200 miles of mains in San Francisco.

The last item, representing the largest increase, is for purchase of water from Hetch Hetchy because it includes $2,350,000 for repairs to San Joaquin Pipeline No. 3. The lining must be repaired to prevent further damage and to restore the pipe to its original carrying capacity.

The Department has reviewed the effect of a rate increase reduced to 11 or 8 percent as requested by the Board of Supervisors.

Mr. Kelleher stated the Department originally intended an 18 percent rate increase. The maintenance and operation portion of the budget was modified in order to reduce the proposed increase to 14%. Mr. Kelleher stated there is no more that can be cut. The Department must continue to pump water, read meters and bill customers, which requires the same amount of money, although less water is being delivered.

The cut would have to come from facility maintenance and capital projects. If the Department were to cut to an 11 percent rate increase the water rate per unit would drop only from the proposed 42¢ to 41¢. The average customer who uses 14 units every two months would save 7¢ per month at the sacrifice of the main replacement program. If the rate increase were dropped to 7 percent the money available to the Department would enable it to do about 40 percent of the work done in 1967-68. Under a 7 percent rate increase, the Department could replace 6/10 of a mile of old mains per year.

Mr. Kelleher showed pictures of old corroded pipe which reflect the condition of 600 or 700 miles of mains, all of which were installed prior to 1938.

President Pilcher referring to the 270 miles of mains installed before 1896, asked if the broken ones were repaired after the 1906 earthquake.

Mr. Kelleher replied that some mains were repaired and some replaced.

With photographs, Mr. Kelleher demonstrated that an 8-inch cast iron main installed in 1933 looks just as badly corroded as a 6-inch cast iron main installed in 1896. He said the mains have deteriorated because they are not cement lined. As a result of corrosion some of these mains only deliver 50 percent of the water they should handle. He displayed a picture of a 4-inch main which is to accommodate a 3-inch fire service. He said he would not guarantee that a 3-inch fire service could be supplied from that main. Corrosion is also occuring on the wall of the pipe.. Seventy main breaks were repaired in 1974. Last year 160 main breaks were repaired. With deferred maintenance these mains will continue to rust and break.

Commissioner Sanger asked if the flushing program has anything to do with the state of the pipes.

Mr. Kelleher replied that flushing helps loosen deposits in pipes, but will not remove hard deposits. Flushing is not done in downtown areas because of disruption of traffic and business.

Regarding a lifeline rate to the needy and elderly, Mr. Kelleher commented that 1-1/2 years ago the Department's rate consultants determined it would not only be economically infeasible, but could not be achieved in San Francisco. The cost to administer such a program would be 50¢ a month per account, or $183,000 per year. The majority of needy and elderly live in rental units. Any lifeline rates would amount to less than 50 cents per month, and it is unlikely that landlords would pass savings on to occupants. Administrative costs incurred and loss of revenue would have to be borne by other users of the system. Rental rates and laundromat services would be increased.

Mr. Kelleher stated that under the across-the-board proposal the cost of water would go from 37 cents to 42 cents per unit. Under the lifeline residential rate the cost would go from 37 cents to 44 cents for users above lifeline rates. Under the universal lifeline approach the cost would go from 37 cents to 51 cents for all other users and all water sold above the lifeline rate. The lifeline rate would be 6 units at 25 cents--for the first 6 units delivered every 2 months.

There are 102,000 single family individually metered homes, and 315,000 living units in San Francisco.

Responding to a question from President Pilcher, Mr. Kelleher stated that most apartment houses provide one meter for all units in the building.

Mr. Kelleher pointed out that previous to the drought the average user was using 16 units of water every 2 months, and was paying $7.80 for it. Currently the average is 13 units which costs $6.91. If usage remains at the same level, it would mean, under a 14 percent rate increase, that the average user would pay 6 cents more every 2 months than he was paying for water before the drought.

Commissioner Sanger asked if the universal lifeline rate would apply to all residential units except rooms in residential hotels.

Mr. Kelleher replied that this rate would apply to a living unit with a kitchen. He said there are about 200 residential hotels, with a total of 12,000 rooms.

Commissioner Sanger asked if data is available to include residential hotels in a universal lifeline rate.

Mr. Kelleher said that information is not available. It is difficult to differentiate between a residential and a transit hotel, he said.

Commissioner Sanger said the maximum saving he can come up with under universal lifeline rates over the block rate is 40 cents a month in the larger apartment buildings.

President Pilcher said it has been noted that the scavengers, for example have a lifeline charge. To obtain this rate a 20 gallon container must be used as opposed to a 32 gallon container. She asked how these people are identified.

Mr. Kelleher said he telephoned the scavenger companies to find out to how many users this applied. The companies could not give an answer or even a guess. Individuals write in and are added to a list. The person in the field checks to see if they have the 20-gallon can.

President Pilcher asked how the Water Department could police a comparable program.

Mr. Kelleher said criteria such as age and income would have to be verified, incurring administrative cost. He said Los Angeles grants an excise tax exception for people making less than $4500 per year. Los Angeles water rates, however, are considerably higher than San Francisco's.

Commissioner Sanger asked what affect on the rate increase required would be achieved if unappropriated revenues were maintained at $800,000.

Mr. Kelleher replied it would be a little less than 3 percent, which would not be an adequate level.

Mr. Edward J. Maurer, representing Citizens Action League, spoke in favor of lifeline rates applied to single family homes. He said the Board of Supervisors has suggested an overall increase limited to 7 percent, and that a lifeline rate for the elderly and needy be considered. He said his organization favors a lifeline rate without regard to age or need, and that a precedent for lifeline rates has been well established. The Sunset Scavenger Company has established a lifeline rate based on age. PG&E through negotiations with the California PUC, is now charging lifeline rates for some users.

President Pilcher pointed out that gas and electricity are individually metered.

Mr. Maurer said there are 150,000 single individually metered homes, with 280,000 persons living in these homes. This rate would not have a significant effect on rental rates in San Francisco because the average additional increase in water charges per apartment unit would be only 10 cents per month, according to the Water Department. He said a lifeline rate for the single family home would be practical and on balance equitable.

Commissioner Sanger pointed out that the Commission has been considering lifeline rates for the past year.

President Pilcher asked if it is equitable to have a person in a residential hotel in the tenderloin pay more than the person who owns his or her own home.

Mr. Maurer replied that many homes are owned or occupied by elderly persons.

Commissioner Sanger said there would also be an impact on non-residential users such as laundromats, restaurants, light industry, etc.

Mr. Tim Sampson, of the Citizens Action League, stated that CAL led the fight in 1974-75 to make lifeline utility rates for electricity and gas statewide in California, and applying to all privately owned utilities. California was the first state to obtain legislation establishing the principle that light and heat are basic human rights and should be protected by lifeline rates for everyone. He said that principle has held up well. Lifeline rates, he said, are for everybody, and give a basic message of conservation. CAL feels there are numerous ways in which the PUC and the Water Department could come up with creative versions of lifeline. He said CAL would support any method in which the landlords would pass on lifeline savings to tenants. He said there must be creative ways to develop lifeline rates for small businesses.

Commissioner Sanger stated he has never known CAL to support a lifeline rate that would only benefit one class of user--that class of user which uses the most water per capita due to so much lawn irrigation. He asked how a rate structure can be justified that encourages greater water consumption by giving the benefit to those who have lawns.

Mr. Sampson said CAL is not opposed to a universl lifeline rate.

Commissioner McCrea asked how reducing the amount of money a residential family pays for 12 units of water is going to promote conservation.

Mr. Sampson said the rate structure needs to be designed so that people are encouraged to live within the basic amount of water.

Commissioner Pilcher asked why someone should get the windfall of a lower rate on the first 6 units, and pay the same as everyone else for the balance.

Ms. Vineta Lopez said she is a senior citizen. Regarding the lifeline rate on garbage collection, she said it is necessary to have a senior citizen ticket or birth certificate, as well as stay within the limits for collection (20-gallon can). Her bill has been brought down $1 per month under this program.

President Pilcher commented that with a lifeline rate for water, the consumer would receive a windfall on that first "20 gallon can", but after that is not penalized for using more. This is the major difference.

Ms. Lopez said in her neighborhood most of the homes are owned by senior citizens who want to stay there. They are gradually being pushed out because they can not afford to pay the taxes, the high water bills, gas and electricity, etc.

Mr. Walter O'Donnell, representing Central City Council District No. 5, stated that the proposal to give the lifeline to everyone including commercial enterprises, is asinine, and that tenants will get "shafted".

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Commissioner Sanger said he is not sensitive to a potential increase in water rates as it affects downtown office buildings, tourists hotel, department stores, etc. The impact on hospitals and on Schlage Lock, one of the last remaining manufacturers in San Francisco, is bothersome, he said.

President Pilcher stated she is worried about the laundromats because probably 90 percent of the needy must use the laundromats. If a lifeline rate is imposed which shifts the burden and doubles it to the laundromat, the savings of 50 cents per month for the senior citizen in the tenderloin will be wiped out when he or she goes to the laundromat.

Responding to a question from Commissioner Sanger, Mr. Sklar stated that laundromats pay higher costs. The average laundromat cost will jump about $10 per month. Assuming that 1500 to 2000 people use the laundromat during the month, it amounts to about one cent per wash.

Commissioner Sanger noted that Schlage Lock is going to pay $12,000 more per year.

President Pilcher stated she thinks the Commission tends to brush aside the fact that a number of industries are on the verge of leaving the City, and all they need is one small symbolic push. She said if the Commission wants to ignore downtown and create the illusion or sham of helping the needy it ought to vote to impose some type of lifeline rate. If the Commission wants to be realistic and do what it best for San Francisco without impacting anyone onerously it should go with a flat across-the-board increase.

Commissioner McCrea said he would like to vote on the size of the rate increase first, and then vote on the rate structure separately.

Commissioner McCrea asked Mr. Kelleher if collections are now running $1,200,000 behind projections.

Mr. Kelleher answered affirmatively, but stated this is taken into account in the figures in the chart (based on the end of January, 1979).

Mr. Sklar noted that a $100,000 short fall has occurred since January.

Mr. Kelleher commented that nothing is alloted for retroactive pay raises.

Commissioner McCrea commented that a 12 percent rate increase might be sufficient if the Commission is willing to take the risk of going back retroactively and trying to cover some of the expenditures that are covered in the contingency that has been set aside other than the unappropriated revenue. He said he would be willing to take the risk, provided that the $1 million that is behind in revenues is already reflected in the estimated unappropriated revenue.

Mr. Harold Guetersloh, Chief Accountant, Water Department, stated that the adjusted unappropriated surplus of July 1 is estimated at $1.7 million of which $600,000 is reflected. He said the expected unappropriated surplus therefor is already $1.1 million now. He said the 79-80 budget increase is based on increased revenues from the rate increase. This year, the Department went into reserves by $700,000 and instead of taking that $700,000 out of reserves next year the Department wishes to increase reserves.

Following further discussion among the Commission and staff, Mr. Sklar asked if it is worthwhile to save .3 to .4 of a cent on the rate to dip into the reserves on an operation of $43,000,000, or one cent on the rates. The discussion is about changing the rate from 41 cents to 40 cents in exchange for having no reserves, he said.

Commissioner Sanger asked if there is time to try again if the Board of Supervisors fails to pass the rates again.

Mr. Kelleher stated that the Board of Supervisors has until May 7, 1979 to rule on the rates. Otherwise they must rule on the budget before the Department would have an opportunity to get back. The Department would have to strike everything to get down to zero for the first of July with no rate increase. It would be necessary to go back with another request for a rate increase, and hopefully get it effective September 1, 1979. Then it probably would be a higher rate increase.

Commissioner Sanger moved adoption of a 12 percent increase in water rates, and Commissioner Henning seconded the motion, which was unanimously adopted.

Commissioner McCrea moved adoption of a proposed flat block rate increase as proposed in alternative C. Commissioner Henning seconded the motion which was unanimously adopted.

President Pilcher stated that the PUC has adopted a proposal including a systemwide flat rate increase of 12 percent for water service and water supplied by the San Francisco Water Department.

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Resolution No. 79-0153--Authorizing the General Manager of Public Utilities to execute the letter-agreement amending certain charges provided in the "Amendment Agreement" dated June 24, 1975 between City and PG and E.

Commissioner Flynn requested that he be excused from voting on this item due to a conflict of interest. On motion of Commissioner Sanger, seconded by Commissioner McCrea, the Commission voted unanimously to excuse Commissioner Flynn from voting.

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Resolution No. 79-0154--Approving the appointment of the legal firm of Howard, Prim, Rice, Nemerovski, Canady and Pollak as special counsel for assisting the City Attorney's Office in potential litigation involving Hetch Hetchy electric rates and service.

This matter was delayed for discussion in executive session at the conclusion of the calendar.

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Resolution No. 79-0155--Declaring the amount of $6.5 million surplus to needs of Hetch Hetchy Water and Power System, and available to the City and County of San Francisco for general purposes.

Maurice Klebolt, President, CAPTrans, stated that a small portion of the surplus could have been used to make needed repairs to the Muni's overhead wires.

President Pilcher explained that the Commission is declaring the Hetch Hetchy surplus in full awareness of the valiant struggle Mayor Feinstein and the Board of Supervisors are having in their effort to maintain City services with severely restricted funds.

Mr. Sklar commented that Hetch Hetchy has generally been viewed by some outside the PUC as an agency that can operate loosely, and that the dollars didn't have the same value as ad valorem tax dollars. He said this transfer of money, which it is hoped will be repeated in ever growing amounts, points out that a dollar spent or wasted in Hetch Hetchy is as crucial as a dollar wasted in the Police Department, Laguna Honda Home, or elsewhere. It will become an important revenue source for the City in years ahead, but Hetch Hetchy's budget and the Water Department budget must be watched.

President Pilcher objected to the word "waste". In the last 5 years, she said, Hetch Hetchy has supported the City to the tune of $69.5 million.

Commissioner Sanger stated he is voting for this matter reluctantly, and assumes that the Water Department will be able to generate the revenues necessary to advance to Hetch Hetchy the $2.35 million required to reline San Joaquin pipeline No. 3. The Board of Supervisors and the Mayor should be aware that these surpluses can only be generated as long as the Water Department carries its own load in terms of the maintenance of the Hetch Hetchy system.

President Pilcher asked that Mr. Sklar draft a letter to that effect to the Board of Supervisors.

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Resolution No. 79-0156--Authorizing the General Manager of Hetch Hetchy Water and Power to execute revocable permits to U.S. Forest Service for use of buildings at Cherry Valley Dam.

Commissioner Sanger asked why only $25 per month is charged.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, stated the buildings are very small temporary buildings built in 1951 during dam construction. Commissioner Flynn said he would suggest that people be paid $25 to stay there, as he remembers the buildings.

Mr. Moore said $25 is a raise in rates.

Mr. Sklar said that the people in the buildings are of service to the watershed in clearing brush, watching for fires, etc.

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Resolution No. 79-0157--Accepting as satisfactorily completed work under HH Contract No. 529- Carl Substation- Construct Building and Install Equipment; approving credit modification of $4,174.31; and authorizing final payment of $5,785.53 to S.J. Amoroso Construction Company, Inc., Contractor.

Commissioner McCrea said he can not believe that something can not be done to close the loophole where a contractor gets 105 days of unavoidable delay because he is so stupid he can not obtain his own materials.

Mr. Moore stated that the Charter would have to be amended to cure the problem.

Mr. Sklar stated that the Committee put together involving PUC, Water Department, Wastewater Management, the Airport and others is to report in 60 days on a series of ordinances and Charter amendments.

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Resolution No. 79-0158--Approving Assignment of Lease Agreement between Donald Pemberton, Assignor, and Armanino Farms of California, Assignee; and providing an increased rental.

Mr. Sklar said there was a 4-year option on the original lease. Because staff is going to look at all land to see that the best possible use can be made of it the 4-year option was deleted. The lease will now run one year, which was the base lease.

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Resolution No. 79-0159--Approving plans and specifications for Contract No. MR-654- N-Line, Duboce Avenue, Church Street Track Reconstruction, Sidewalk Narrowing and Sewer Enlargement.

President Pilcher explained that sidewalk narrowing means widening of the street.

Commissioner Sanger thanked the staff for having pursued this at the request of the Commission.

Mr. Rino Bei, Program Director, TIP, stated this matter is scheduled to be heard by the Streets and Transportation Committee of the Board of Supervisors on April 19, 1979.

Mr. Walter O'Donnell said there will be accidents due to people going to Safeway from Duboce and Church Streets.

President Pilcher asked that Mr. Bei look into this matter.

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Resolution No. 79-0160--Approving disposal of 11 PCC streetcars originally purchased from the Toronto Transit Commission.

Mr. Sklar stated that the 11 cars are useless, and can not be used in the Muni system. The original proposal was to save 3 cars, 2 because they were in slightly better condition than the others, and 1 to have spares for the 2 saved. Muni staff stated the cars have little or no value, they were never part of the Muni system and have no historic value. They were bought because it was thought they could be integrated with the PCCs. They can not be integrated without great expense, and are taking up space.

President Pilcher asked if they could be used for parts.

Responding to a question from Commissioner Sanger, Mr. Sklar said that in order to be integrated into the system they would have to be substantially re-worked. They will never be put in operation before Muni Metro comes in.

Mr. Maurice Klebolt, asked if he could plead for 1 car.

Mr. Sklar replied that if the City would like to establish a transit museum of all the cars used in all the world by all the transit systems he could see saving one.

President Pilcher suggested that Mr. Klebolt could obtain a car when they are put out to bid.

Mr. Norman Rolfe seriously questioned the premise that there is no use for the cars, not even for parts.

Mr. Sklar commented that if the Commission indicates that Muni may cannibalize for parts, and that it is in the economic interest of the Department, he would accept such an amendment. Then a judgment could be made as to whether to strip them and use them or sell them as complete units.

President Pilcher asked how many additional PCC cars are not in use.

Mr. Sklar replied that Muni has 104 PCC cars, and 75 are out on the street each day.

Commissioner McCrea moved adoption of the item, subject to the suggested amendment of Mr. Sklar that Muni make every effort to strip the cars if it is of economic interest to do so. Commissioner Henning seconded the motion.

President Pilcher stated this is also with the assumption that the cars will be put out to bid, and anyone can bid on them.

The motion was unanimously adopted.

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Resolution No. 79-0161--Approving Modification No. 3 to Agreement for Professional Services with the Urban Transportation Development Corporation, Ltd., to develop a program for maintenance management and procedures.

Commissioner Flynn asked Mr. Sklar if he has been brought up to date on UTDC's problem with its affirmative action plan, which is non-existent, and what is being done about it at this time.

Mr. Sklar said he has not been apprised as to what happened prior to his tenure as General Manager of Public Utilities. He said the difficulty is that the City has now invested $250,000 with this firm. The firm is desperately needed to implement the plans.

Mr. George L. Newkirk, Contracts Compliance Officer, stated that he met with Mr. Warren Bartram of UTDC this morning, and a tentative agreement has been worked out. Ten percent of the dollar value of the extension is to go toward affirmative action.

Commissioner Flynn noted that this would be parallel to their original plan to finance education for minorities and women.

Mr. Newkirk stated he has a signed agreement, and Commissioner Flynn said he is satisfied.

Commissioner Sanger asked what the additional $90,000 is for.

Mr. Sklar said it will relate to the assignment of three people to Muni for a period of 6 months to work with Mr. Frank Baggetta and his team in implementing the UTDC recommendations. Mr. Bartram and two other UTDC staff people will be assigned.

Commissioner Flynn stated that Mr. Bartram should find some employees in the United States for this contract. He said he was opposed to spending $200,000 in the first place to send to Canada to get someone to do this job.

Mr. Sklar stated that the quality of the people and the quality of the work is far above that of most local consultants. They are experts in maintenance.

Commissioner Flynn commented that they had a great track record when they were first hired--they had done nothing. He stated he is tired of UTDC going to Canada to get employees, and reiterated that they do not have an affirmative action plan. He said perhaps UTDC should train some people.

President Pilcher stated that the reason for the 6-month extension is to train Muni people in implementing UTDC's plan.

Mr. Sklar added that this item is for a transfer of technology or knowledge to the Muni system.

Mr. Klebolt said one of the best maintenance facilities in San Francisco is at 55 Townsend Street at the East Shore Bus Line, which has a very good affirmative action plan.

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3:55 P.M., the Commission retired into Executive Session.

4:02 P.M.,the meeting reconvened.

Resolution No. 79-0154--Approving the appointment of the legal firm of Howard, Prim, Rice, Nemerovski, Canady and Pollak as special counsel for assisting the City Attorney's Office in potential litigation involving Hetch Hetchy electric rates and service.

On motion of Commissioner McCrea, seconded by Commissioner Flynn, resolution 79-0154 was unanimously adopted.

THEREUPON THE MEETING ADJOURNED: 4:03 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

April 24, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
MUNICIPAL RAILWAY	ACCOUNTS
HETCH HETCH PROJECT	PUBLIC SERVICE
WATER DEPARTMENT	PERSONNEL & TRAINING
	SAFETY
	PUC COMPUTER CENTER

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:05 P.M.

Present: Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

Absent: President Claire C. Pilcher

Vice President Peter McCrea, presided in the absence of President Claire C. Pilcher.

The minutes of the special meetings of March 26 and 29, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0164	M	Adopting a policy that the Public Utilities Commission will not accept streetcars or other vehicles for any purpose without prior Commission input or resolution.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0165	HH	Authorizing bid call for BLH&P Contract No. 196 for Scheduled Relamping of City-owned Street Lighting System Fiscal Year 1979-1980. Estimated Cost: $90,000.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Flynn seconded by Henning, the following resolution was adopted:
79-0166	HH	Authorizing bid call for BLH&P Contract No. 197 for Maintenance and Repair of City-owned Street Lighting System Fiscal Year 1979-1980. Estimated Cost: $200,000.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0167	HH	Authorizing bid call for HH Contract No. 598 for Church Street and Civic Center Substations, Escape Hatches and Related Work Estimated Cost: $26,000. (Power Improvement Program)
		Vote: Ayes-McCrea, Flynn, Henning, Sanger
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0168	HH	Awarding HH Contract No. 602- Tunnels and Pipelines, Moccasin to Alameda East Portal, General Repairs- to Brown Sheet Metal & Mechanical, Inc., Oakdale, California, in the base bid amount of $50,614.
		Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0169 M Approving modification in the debit amount of $1,439 to provide funds for a composite steel and timber beam in lieu of timber beam and an additional burglar alarm, under Contract No. MR-716R- Turk Street Office Building, Alterations to Offices.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0170 M Approving modification in the debit amount of $1,050 to provide funds for additional electrical work under Contract No. MR-641R- Radio Equipment Vault, McLaren Park, San Francisco. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0171 M Approving modification in the debit amount of $800 to provide funds for the alteration of Municipal Railway furnished tie plates under Contract No. MR-657- M-Line Extension, San Jose Avenue at Interstate 280 Overpass, Track Construction and Power Facilities. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0172 M Accepting as satisfactorily completed work under Contract No. MR-647 J-Church Line- Track Reconstruction and Sewer Replacement and Enlargement, Church Street, 22nd Street to 30th Street; approving credit modification of $15,628.43; and authorizing final payment of $126,807.32 to Homer J. Olsen, Inc., Contractor (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0173 M Approving traveling expense vouchers of Lee A. Washburn, amount $788.68, and John E. Weigel, amount $774.09 for their trip to Boston & Philadelphia January 22 thru January 26 for education and training in safety systems of LRV maintenance and operation; and approving traveling expense voucher of Guy Wright, amount $978.52 for his trip to Boston and Chicago February 28 to March 21, 1979, to study MBTA and CTA systems safety, system signing and platform gaps.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0174 M Approving payment of claims, amount $75,371.26, from Municipal Railway revolving fund, month of March 1979.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0175 M Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $4,484.51, month of March 1979.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0163 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $79,465.70.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0176 GO Confirming transfer of funds under $10,000 and allotment requests, submitted by departments under PUC jurisdiction during the first quarter 1978-1979, totalling $10,791,443.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0177 GO Confirming transfer of funds under $10,000 and allotment requests, submitted by departments under PUC jurisdiction during the second quarter 1978-79, totalling $2,424,532.80.

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0178 M Authorizing bid call for Contract No. MR-660-Furnish and Install Metro Agent's Booth and Related Systems; Install Fare Collection System; and authorizing the General Manager of Public Utilities to award this contract to the lowest responsive bidder provided that the bid is not more than 10 percent above the Engineer's cost estimate. Estimated Cost: $970,000. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0179 M Approving a contract with O'Brien-Kreitzberg and Associates for development of control program governing the introduction of Muni Metro service.

Vote: Ayes-McCrea, Flynn, Sanger
Excused from voting-Henning

Copies of the above resolutions are on file in the office of the Secretary of Public Utilities Commission.

COMMUNICATIONS
Streetcar from Hamburg, Germany

Commissioner McCrea stated that the Commission has received a letter from Mr. Maurice Klebolt, President, CAPTrans, stating that he is delivering to the City one classic old streetcar from Hamburg. Commissioner McCrea read a letter dated April 19, 1979 from Mr. Richard Sklar, Acting General Manager, PUC to Mr. Klebolt, stating that PUC has no responsibility for this streetcar. A copy is attached hereto and made a part of these minutes. Commissioner McCrea said that the letter states the Commission's position.

Commissioner Sanger said he agrees with the position taken by Mr. Sklar for the present, but the Commission has never determined whether or not there might be some potential use for these old streetcars in the future. He said he would be loath to make it seem that the Commission has no intent of exploring the possibility of utilizing this car or any others which might be obtainable, especially by gift. The car must be the donor's responsibility, he said, until it can be determined if the Commission is capable of accepting and willing to accept it or any other vehicles. He requested that staff work on the matter and calendar it for discussion within a month or two.

Commissioner H. Welton Flynn, said he sustains the position of the Acting General Manager, which refers to this particular car. He said the position may be changed for another car or the policy may be changed.

Mr. Sklar said staff thinks it is important that this vehicle, which will be displayed in a variety of ways be treated as privately-owned vehicle so that if anything happens to it or to anyone there would be no liability on the part of the Municipal Railway or the Commission. He said staff is willing at the pleasure of the Commission, to provide a space on tracks in a storage mode for this car to be delivered at someone else's expense and set in place and blocked so that no one will be injured by it. Also, staff is willing to acknowledge receipt of the car as a gift, which would solve the problem of import duties for the importer. However, it must be made clear that as the car moves through the City on April 28, 1979, Muni and the Commission are not liable if anything goes wrong with the car or to anyone because of it.

Commissioner Sanger asked if staff is prepared to recommend acceptance or non-acceptance for storage.

Mr. Sklar replied that from a practical standpoint it would be unwise not to accept, or at least put it aside on Muni's tracks, albeit there might be expense involved in taking it off the tracks in the future. The Commission is presented with a fait accompli, and the car can not be placed in someone's back yard. Muni does have temporary storage space. Mr. Sklar said his letter is a disclaimer. It was, he said, a positive gesture on the part of the individual, although, it was made without planning. Unless the Commission objects, Muni will place the car on storage tracks and block it securely, assuming no responsibility for anything other than normal protection and care while the car is in Muni's custody. Then judgments will be made regarding whether it is needed or whether Muni should continue to store it.

Responding to a question from Commissioner Sanger, Mr. Sklar said he is not recommending that the car be accepted.

Commissioner H. Welton Flynn asked what would happen if the car burned while in the care of Muni.

Mr. Sklar said there will be a disclaimer and an agreement with the donor which the City Attorney will draw up absolving the City of any responsibility. That agreement will be signed before the car is stored. The Commission will receive a report from staff. He said it would be worthwhile for the Commission to advise this individual and any others not to contract with Melbourne, Australia, or any other places for old streetcars.

Commissioner Flynn made a motion that the Commission go on record of not accepting streetcars without prior input or resolution from the Commisson for any purpose, pending development of a permanent policy.

Commissioner Henning seconded the motion, which was unanimously adopted.

REPORT OF THE GENERAL MANAGER-Richard Sklar
Assault on Muni Operator

Mr. Sklar reported that on the evening of April 23, 1979, Muni Operator Jacqueline Robinson, while operating a No. 15 bus was viciously assaulted by a passenger on the bus. Ms. Robinson is now in Saint Francis Hospital. She suffered multiple fractures of the jaw, a broken clavicle, and was kicked, stepped on and otherwise beaten.

This is not an isolated incident. Travis Robbins, the Division Steward from Woods Division, has a report of several assaults on drivers. Mr. Curtis Green, General Manager, Municipal Railway has prepared a map showing assaults.

This was a particularly vicious assault upon a woman driver who is a small person. Mr. Sklar said it is important that two witnesses be commended for apprehending, on their own, the alleged assailant. Also, the San Francisco Police force intervened quickly in arresting the assailant and bringing him into custody. He assured the Commission, the union, the drivers and the citizens that finding a solution to assaults is high on the list of priorities.

There may be a crisis this fall when the transit police force, which has done admirable work, may leave Muni because of CETA rules. Mr. Sklar said he and other staff members will offer whatever psychological and financial support is possible to Ms. Robinson's three children whom her mother is looking after while she recovers. Staff will work with the District Attorney and the Police Department to see that the perpetrator, if found guilty, is brought to justice.

Mr. John T. Squire, President, TWU Local 250-A, said he arrived at the hospital as Ms. Robinson was being wheeled down the hall for x-rays. She asked that he accompany her, as she was afraid to go into the x-ray room with the doctor, and did not want the attendant there. Her jaw was obviously broken, and she was "just blacked out". Mr. Squire said problems are just starting, based on information from those cities which have subways. BART has its own police force with authority to arrest. San Francisco will have to move in that direction. Lieutenant Goad and his group have done a tremendous job, but there are at present only 26 members of the transit police force. Mr. Squire said the union is willing to work with the Commission and staff to obtain the necessary funds and bodies to protect operators and the riding public.

Mr. Rod Bartholomew, Deputy General Manager, Operations, stated he saw Ms. Robinson this morning and she is an emotionally and physically broken down woman, who may have difficulty in ever again getting behind the wheel of a bus. He said more police are needed. Staff wants to see the suspect prosecuted to the fullest extent of the law, and wants to obtain adequate funding for an ample police force to protect operators and riders.

Commissioner Sanger commented that two months ago the Commission passed a resolution making an appeal to the Police Commission to insure that the transit police force is funded in the Police Department budget.

Mr. Green said this item was not included in the Police Department budget.

Commissioner McCrea stated that the Mayor's Office must take the lead in this matter. He asked that Mr. Sklar draft a letter from the Commission to the Mayor relating the problem which will occur when the transit police force funding expires, and pointing out the rising violence figures, citing this latest incident, specifically and requesting that she convene some interdepartmental group to consist of himself, Chief Gain and whoever else is appropriate to see what can ne done to continue a level of protection at least equivalent to that afforded by the transit police force, and to see what steps can be taken to cope with a rapidly escalating problem. He suggested that the union also be involved.

Commissioner Sanger said the Mayor and the Board of Supervisors should decide whose budget will include the funds.

Mr. Sklar said he will move with the Mayor on this matter.

Commissioner Henning asked if the assault involved a fare dispute, and Mr. Squire said this has not been ascertained.

Mr. Squire pointed out that meetings have been held with the Mayor, but the matter has been a "political football". He asked if the Commission could add funds to the Muni budget.

Commissioner McCrea pointed out that the Commission has been "100 percent behind this project from the beginning", but that the Mayor's Office has control over the funding, and it has to go from there to the Board of Supervisors.

Commissioner Flynn said that in a good faith move the PUC could initiate a supplemental appropriation. In addition, the Mayor could be apprised of the problem. He said the Commission has an obligation to initiate action.

Commissioner McCrea said that until now it has been the Commission's position that police protection is the responsibility of the Police Department.

Commissioner Flynn said the PUC can ask for money for Muni's special police force.

Commissioner McCrea said CETA funds for transit police are funded through the Police Department.

Mr. Sklar stated that the problem will receive the Mayor's attention, and that he, along with the Mayor, Police Chief Charles R. Gain, and someone from the budget office will meet. He said a report will be made to the Commission before the next PUC meeting. They will work with the union, the operators, and the transit police force.

Mr. Travis Robbins, TWU Division Chairman at Woods Division, stated that during 1978, there were 17 assaults (not incidents). Ms. Robinson is the 9th assault victim in 1979. He said one man was out of training two weeks when he was choked, and has not returned to work since. He said there is now a driver morale problem.

Commissioner Sanger said he has no problem on the principle of including funds in the Muni budget to support the operation. He stated that he has serious problems, however, with Muni administering a police department.

Mr. Squire said that New York is the only city which has transit police force with full police powers. The union wants the expertise from trained policemen to oversee the transit police force. He said the problem with having transit police directly out of the Police Department is that "as soon as things quiet down or something happens they snatch them off".

Mr. Sklar said he will ask Chief Gain and District Attorney Joseph Freitas to treat assaults on Muni operators as assaults on uniformed officers, considered in the same manner as assaults on uniformed police officers.

Commissioner McCrea asked if there had been an attempt to a accomplish this.

Mr. Squire explained that Assemblyman Willie Brown was working on such an amendment, but teachers and janitors became involved; now Assemblyman Brown is drawing up another amendment to intoduce.

Commissioner McCrea asked Mr. Sklar to write a letter to Assemblyman Brown pointing out the urgency of getting this bill re-introduced.

AB 1107

Mr. Sklar reported that on April 25, 1979, he is going to Sacramento to testify before Assemblyman Ingall's committee on the amendments to AB 1107, the sales tax subsidy to BART, AC Transit and Muni. In a series of conversations with MTC over the past three weeks and with the other operators an endeavor has been made to come up with compromise language to change the legislative prohibition on any AB 1107 aid without a 33-1/2 percent fare box revenue requirement. He said that he and McMorris M. Dow, Utilities General Counsel, have persuaded Speaker Leo McCarthy to introduce legislation taking the 33-1/2 percent out of the State law, but not taking out a requirement for local fare and general support in order to obtain the money.

It is being proposed that MTC be given the right to come up with a financial management plan to "keep the three operators out of the woods for the next three years", as well as to establish criteria for AB 1107 aid. Assemblyman Ingalls has been resisting this proposal. BART has not been especially cooperative, and AC Transit has not joined in. Mr. Sklar said he is hopeful that legislation can be obtained placing the problem in MTC's hands.

It will be necessary, in any event, to find a way to increase fare revenues to get AB 1107 money, but it is desired to have this particular and very narrow type restriction taken out in order to come up with a City support program of fare and tax support which is rational and fits Muni's particular needs.

Responding to a question from Commissioner Sanger, Mr. Sklar stated there is no way the Legislature will permit a removal of this particular restriction without some type of parallel MTC financial criteria. It may parallel the TDA bill where it is a combination of fare and local tax support. It may lead to criteria that regionally the 33% number must apply where BART, who has the possibility of taking a higher level of fare because of its long hauls.

The Legislature will not totally abandon criteria of fare box contribution for aid. On a locally negotiated basis, however, the necessary arrangements can be worked out in a more logical manner. It is desired to get rid of the 33-1/2 percent requirement, get the control shifted from Sacramento to MTC in Berkeley, a negotiated 4-party arrangement, and by next February an amended request embodying a solution for all operators.

Commissioner McCrea said this is consistent with previous policy determinations by the Commission.

Muni Métro

Mr. Sklar reported that the K-Shuttle free service is now operative, and trains are running about 12 hours a day. Muni is piling up hours and hopefully attracting ridership and comments.

The next major hurdle on Muni Metro is to get a working signal system- a signal system that has been checked out and that can be relied on. The consultant, Klauder and Associates, indicates it does not make sense to place a car in revenue service without 5,000 operating miles of non-revenue service on it. That means 500,000 miles on the fleet of cars before they are all ready for revenue service.

The latest target for the task force is to have an accepted signal system ready for operation between West Portal and the Embarcadero by July 15, 1979. Muni would then run cars during all hours, 24 hours a day from Castro to Embarcadero, and trains singly back and forth practicing the Embarcadero turn-a-round all day long 24-hours a day. In the non-PCC operating hours the service would be extended out through the Twin Peaks Tunnel and into the surface routes.

Mr. Sklar said none of the foregoing has any meaning unless he gets from the Task Force a plan, schedule and budget to get Muni Metro totally into start-up. He said Item No. 10 on the calendar relates directly to that. He said he would defer discussion until Item No. 10 is taken up. He said that relative to LRV start-up there is nothing in the budget providing for any funds after July 1, 1979. Given a schedule, a budget and plan, the money will be obtained elsewhere.

Staff has explored with UMTA the possibility of taking some of the low priority previously granted capital projects and transferring funds from them into a Muni Metro start-up program. He said staff will report back to the Commission at the next meeting or the one following with a plan for the initial transfer of funds, if staff has a budget to work with.

Responding to a question from Commissioner Sanger, Mr. Sklar said these are commitments previously received for projects that have already been dropped from the priority list or in which Muni has more money than was needed to complete the project. Money will be collected from a variety of line items. Commission will be asked to cancel certain items, or save it for a re-application on a future grant. In some cases not as much money was needed as originally requested.

Responding to another question from Commissioner Sanger, Mr. Sklar stated that UMTA's capital grant program for this year was just cut by 25 percent in the Bay Area, from $20 million to $15 million for rail purposes; and $5 million has been taken for the President's Urban Initiative Program. Staff's first thought was to use the old money which can be transferred quickly, as opposed to the longer range application for new money.

Financial Management

Mr. Sklar stated he has asked Arthur Andersen, who is doing work on an element of financial management which he considers quite far down the line (developing a particular system) to step back up under the contract, which will be modified, and define the overall financial management of the entire PUC- budgeting, grants, etc., starting out with a definition of all requirements, and suggested organization and systems approaches to handling those. No new money is involved, but a shift of money. Staff will report back in about three weeks.

Contracts Policy

Mr. Sklar referred to a letter sent to the Commission requesting that a policy be established for contracts under $1 million. Staff would come to the Commission once for permission to advertise and award the contract. These would not be discretionary contracts. The bid received would have to be within 10 percent of the engineer's estimate. No professional services contracts would be involved.

Commissioner Flynn stated that he has some "serious problems". First, he said, the manner in which procedures can be employed was not properly delineated. Secondly, he commented that without having made an examination, it was stated that for the most part contracts are under $1 million. He said he feels a sense of responsibility, and would like that responsibility to be his. He said there have been some real problems with change orders. Work has started before the Commission has had an opportunity to approve the change order. There have been two such items--one involving the International Engineering Company. Commissioner Flynn said he would like to have the exposure of looking at these items, as minute as his knowledge may be, without delegating his authority to the General Manager. He said he will cast a negative vote.

Commissioner Sanger asked Mr. Sklar to explain the reason for this proposal.

Mr. Sklar explained that there is an amount of staff work to prepare a duplicate document to one that went forward several weeks before. Also, it is desired to get major policy issues before the Commission in greater depth.

Commissioner Sanger suggested that staff come to the PUC meeting with a list of scheduled planned awards of contracts with the name of the low bidder, what the contract was, and have the Commission pass on the entire list at once.

Commissioner Flynn stated that he would acquiesce to that, but that he does not want to be told about a contract award after it happens.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Cable Car Extension

Commissioner Sanger asked if the Streets and Transportation Committee has tabled the issue of the traffic plan at Fisherman's Wharf.

Mr. Rino Bei, Program Director, stated the matter was held over to the call of the chair.

Commissioner Sanger suggested that a discussion of the cable car extension be calendared for the PUC meeting of May 8, 1979. He said he is frustrated, though a long supporter of the project, by the Board of Supervisors' unwillingness whether to do away with it or to accept it. He said it is incumbent upon the Commission to bring the matter to resolution, and not to waste resources and potential UMTA money. He asked if monies allocated to that project might be available for LRV introduction.

Commissioner McCrea suggested directing a letter to the Board of Supervisor stating that the PUC is effectively stopped from taking action until the Board hears the item,and requesting that they hear the item and take a position.

Commissioner Sanger said he thinks some public notice must be given, and he advocated action at the next PUC meeting unless the Board of Supervisor has acted, to withdraw the Commission's application.

Commissioner Henning suggested allowing the Board of Supervisors to take "one more shot at it".

Commissioner McCrea suggested it would be more appropriate to write the President of the Board of Supervisors and ask that he instruct the Chairman of the Streets and Transportation Committee to report the matter to the full Board.

Commissioner Sanger said any member of the Board of Supervisors can call the item out of committee now since it has been in committee more than 30 days.

Commissioner Sanger said he wants adequate notice given as he intends to make a motion to withdraw the application so that the Commission does not continue to reserve funds for something that can not "get off the ground".

Commissioner Henning said that seems precipitous, and the Board should be given a fair opportunity to resolve the matter.

Commissioner Sanger agreed to have it calendared in a month, stating he would like to calendar it before funds are exhausted for the LRV introduction.

Commissioner McCrea directed that Mr. Sklar send a letter to Supervisor John L. Molinari requesting that the item be called out of committee, and presented to the full Board for action, one way or the other, as the PUC can not act until the Board of Supervisors approves the master plan for the area.

Mr. Sklar stated $100,000 has already been awarded for planning purposes. He does not believe that a grant has been received for design or implementation purposes yet.

Mr. Norman Rolfe of San Francisco Tomorrow suggested waiting a month before sending the letter.

Clavey-Wards Ferry Project

Commissioner Sanger commented that at the Finance Committee meeting on the Hetch Hetchy budget some question was raised as to whether there is money in the budget for expenditure on the Clavey-Wards Ferry Project, given the fact that there is pending consideration of wild and scenic rivers designation. The question concerns the fact that in the past some inter-fund transfers have occurred. There might be a request some day to finance a lobbyist in Washington.

This makes it appropriate to request the Commission to go on record that it will not expend additional monies on the Clavey-Wards Ferry project pending Congressional action without the approval of the Board of Supervisors, either informally by resolution with respect to an inter-fund transfer or by seeking a supplemental appropriation. He requested that the Commission act by minute order and by letter to the Finance Committee of the Board of Supervisors. Commissioner Sanger made a motion to this effect, which was seconded by Commissioner Henning, and unanimously passed. Mr. Sklar asked that the letter be forwarded today as the Finance Committee would be considering the budget tomorrow.

Operator Identification Numbers

Commissioner Sanger said he asked a Muni operator on the way to the meeting today about his identification number. The operator replied that he had not yet received it.

Mr. Sklar stated there is a real problem with the placing of brackets and their malicious destruction. Staff is meeting with the union to find a suitable form of driver identification that is clear, non-removable and goes with the driver wherever he goes. The plastic tag has some inherent faults. To penalize a driver for inability to find his plastic tag or to be on a vehicle where the bracket has been destroyed is not a workable situation.

Good cooperation is being received from the union, and a way will be found consistent with passenger need for clear and easy and non-intrusive identification, with driver dignity. A proposal will be brought to the Commission in two weeks.

Gruen and Gruen Study

Commissioner Sanger inquired about this study, stating it must be at least a month behind schedule.

Mr. Sklar said he was given another draft and summary this morning. Two weeks ago he asked if the summary could be put into a truly summary form. The summary turned out to be 30 pages long. He asked that it be put into 6 or 7 pages at most. Anyone who wants to wait for the 300-page report can do so. It is hoped to have a basic draft within three days, which will be distributed to the Commission.

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Resolution No. 79-0176--Confirming transfer of funds under $10,000, and allotment requests, submitted by departments under PUC jurisdiction during the first quarter 1978-1979, totalling $10,791,443.

Resolution No. 79-0177--Confirming transfer of funds under $10,000, and allotment requests, submitted by departments under PUC jurisdiction during the second quarter 1978-1979, totalling $2,424,532.80.

Commissioner Sanger asked that someone explain how a transfer under $10,000 can be over $7,000,000.

Dr. John M. Christensen, Jr., Assistant General Manager, Finance, explained that each department has allotments which are made quarterly in order to call down from the budget funds that are authorized to be spent on a line item. These allotments, and transfers under $10,000 are brought to the Commission for approval because this is a requirement of the Charter. The transfers of funds are under $10,000 while the allotments could be any amount, depending upon what is being drawn down for a particular quarter.

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Resolution No. 79-0178--Authorizing bid call for Contract No. MR-660- Furnish and Install Metro Agent's Booth and Related Systems; Install Fare Collection System; and authorizing the General Manager of Public Utilities to award this contract to the lowest responsive bidder provided that the bid is not more than 10 percent above the Engineer's cost estimate. Estimated Cost: $970,000.

Commissioner Flynn seconded Commissioner Henning's motion to adopt this item, stating he did so because it is a single item for award on the calendar.

Mr. Sklar commented that this item may come back to the Commission with other awards on a list. He said the item is relative to installation of the fare collection system hardware previously purchased for Muni Metro with authorization of the PUC. He said he has asked for a session with Muni's fare experts because he is concerned about the flexibility and interchangeability of Muni Metro's fare system and that of BART. It is desired to have a system which is totally compatible between the two operators. Since BART's hardware is in place, and Muni Metro's hardware is not in place Muni Metro is more flexible. Mr. Sklar said he is examining the question of an interchangeability of fast passes, transfers, etc., and there may be some changes in the equipment being installed.

Responding to a question from Commissioner Sanger, he said the item to be voted on deals with placing the hardware in place.

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ITEM NO. 9--Designating the name of the plaza at Castro Street Station to be "Harvey Milk Plaza"; and authorizing the Harvey Milk United Fund to affix lettering and;or a plaque identifying Harvey Milk Plaza, and to hold a dedication ceremony at the plaza and an evening benefit in the Castro Street Station.

Commissioner McCrea asked Mr. McMorris M. Dow if the Commission has jurisdiction in this matter.

Mr. Dow replied that the plaza is not under the exclusive jurisdiction of the PUC, and therefore the PUC does not have the authority to name it. The matter, he said, should go to the Board of Supervisor for naming.

Mr. Sklar suggested changing the resolution so that the Commission forwards to the Board of Supervisors, if it so desires its recommendation for the naming of the plaza.

Commissioner McCrea asked the source of the proposal.

Commissioner Sanger commented that representatives of the Harvey Milk United Fund were present.

Commissioner McCrea said it would be more appropriate for them to petition directly to the Board of Supervisors.

Mr. Dick Pabich of the Harvey Milk United Fund, said that could be done. He said he suggested the idea originally to Muni as a tribute to Harvey Milk.

Commissioner Sanger suggested that the Commission give its own opinion and recommendation to the Board of Supervisors.

Mr. Pabich commented that the lettering or plaque would be within the confines of the station.

Commissioner Sanger stated that it would have to be on the station building, and the Commission would eventually have to approve the design and placement of the plaque in any event.

Commissioner McCrea said that if the Commission goes on record as supporting this item, it will be an awkward position and in conflict with other positions taken recently regarding naming Muni facilities for an individual.

Mr. Ken Maley pointed out that the item refers only to naming the adjoining plaza at the entrance to the station. Mr. Maley also asked about the use of the station facility itself.

Commissioner McCrea replied that the Commission would have to have a more detailed proposal as to use, type of security, bonding for relieving the PUC of liability, etc., before any action could be taken.

Mr. Maley asked if the Fund could work with Mr. Sklar and Mr. Green.

Commissioner McCrea replied, "Yes".

Commissioner Sanger said he sees no inconsistency in naming the plaza for an individual. He said he would never name a station for anyone, but the City has Hallidie Plaza and all kinds of named streets, places and parks in the City. He said the Commission should make it clear to the Board of Supervisors that it supports the designation, since otherwise someone on the Board might raise the question as to whether the PUC considers it consistent with management of the Muni Metro.

Commissioner Sanger moved to inform the Board of Supervisors by letter that the Commission approves the proposal, and that the Commission will expect to exercise review over the placement and size of any sign that is placed on a Muni facility.

The motion died for lack of a second.

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Resolution No. 79-0179--Approving a contract with O'Brien-Kreitzberg and Associates for development of control program governing the introduction of Muni Metro service.

Mr. Sklar commented that the Muni Metro start-up activities have an 11 or 12-month and a $5 million or $10 million budget to get into operation. A great deal of work has been done by Farrel Schell and his team in listing and "piegeon-holing" identifiable problems in the past. Mr. Sklar said he indicated, after being on the job two weeks, that he was going to cease expenditures until he received an integrated plan that could get Muni Metro into an operational position. The task force has been unable to produce such a document. It requires a highly specialized skill, and very few other City departments have those skills. Two weeks ago, Mr. Sklar said, he decided not to wait any longer to get this document in order to determine whether or not within a given period of time Muni Metro start-up could begin.

He asked O'Brien-Kreitzberg, a firm which had been selected in a highly competitive process in Wastewater Management and subsequently selected by the Airport, and had gone through all the City's processes including a Human Rights Commission evaluation of its minority business enterprise functions, if, for a very small sum, under $10,000 and in a very short period of time they could undertake this type of work, in which they have been proven to have great skill.

Members of the firm met with staff and members of the Muni Metro Task Force. They came back with a proposal within three days. Dr. Christensen was asked to prepare a contract on an emergency basis. The firm is a small one specializing in construction management, planning, scheduling control mechanisms. They are now based in San Francisco, and are associated with Don Todd Associates, a firm which also came to San Francisco from Philadelphia and is a minority owned and operated firm, Don Todd being perhaps the most senior and highly skilled minority firm in the country in the area of private planning and control.

All documents being ready, Mr. Sklar said, he is presenting a request for this firm to go to work for $9,838, to see if within a month a program can be obtained to get Muni Metro in place. Mr. Sklar said it is his belief that long-haul services of this type will be necessary on all capital works projects. These will involve a full selection process as they will be considerably larger contracts, and will not fall under the small contract, emergency, UMTA and City "catch-all" single source selection procedures. Mr. Sklar said he takes total responsibility for the selection of this firm, stating he has worked with the firm for two and one-half years. They have won in repeated competitions for this type of work.

Commissioner Flynn stated that this "goes against the grain" and he is unimpressed with the fact that it is a minority firm. He said he does not like the idea of the General Manager selecting people to do any type of work on a sole source basis regardless of how competent they are. He said he has not heard of any emergency about this matter until now. He said the General Manager should not bring in a firm, regardless of past exposure, without going through the process as set forth by the Commission. He does not want the General Manager negotiating over his vote any contracts of this nature for any amount. He said the General Manager does not have the authority to do this.

Mr. Sklar said this is not an exception, but has been done before.

Commissioner Flynn asked how many contracts have come before the Commission in nine years that have not gone through the screening process for selection.

Dr. Christensen said the most recent one was when the Commission was selecting someone to review the utilization of Water Department lands, particularly in the East Bay. An agriculturalist had been selected, but staff had to readvertise.

Commissioner Flynn stated that Commission policy in this regard was established under Mr. Crowley's tenure as General Manager.

Dr. Christensen stated that City and UMTA procedures permits the negotiation of sole source contracts under $10,000.

Commissioner Sanger stated that, as someone who bids on contracts and sometimes obtains sole source contracts, it is absurb to have competitive bidding on small contracts, or having them reviewed more than once. He said he does not see a problem in negotiating small contracts with well known and reputable firms. He said he favors it, rather than putting staff or potential consultants through the expense and burden of having to go through an elaborate mechanism to obtain a contract when in the end they have spent 10 to 20 percent of the value of it in getting to the point of selection. In the end, it is to the benefit of small contractors in particular.

Commissioner Flynn stated there is a procedure, and the proposal is in contravention to the procedure.

Mr. Sklar stated that staff will, among other things, examine all procedures. Procedures have been developed in Wastewater Management which he will bring for review. He stated that every agency with which he is familiar that deals with small contracts employs this method. Staff will abide with whatever procedures the Commission decides upon.

Responding to a question from Commissioner McCrea, Dr. Christensen stated that the normal method is to issue an invitation for proposals. A committee is established of those individuals who will be involved in the work to be done, and sheets are given to each member of the committee. The written proposals are reviewed by each member of the committee, rating sheets are completed, and numerical scores obtained. A short list is then prepared of those firms which scored highest. These firms are invited to oral discussions. Rating sheets are also completed for the oral discussions.

Commissioner McCrea asked if this can apply to sole source contracts.

Dr. Christensen replied that sole source contracts are permitted by the City to any limit depending upon the decision provided by the Purchasing Officer regarding emergency, or only one supplier and other exceptions. UMTA rules are that sole source can be used up to $10,000, or to a greater amount if UMTA permits it.

Commissioner Flynn stated that the sole source exists in this case because the sole source was selected. The previous sole source was because only one firm responded.

Mr. Sklar said he has been told by staff regarding other contracts that one firm was approached because it had the expertise, and the contract was small. He asked Mr. Bei if there have been occasions where small professional services or supply contracts have gone from TIP to single sources.

Mr. Bei replied that this happened where it was $1,000, and the contract was given to a firm to do some mechanical engineering work. Also a consultant was hired on a sole source basis when there was some trouble with the tracks.

Commissioner McCrea asked what the consequence would be of not approving this contract.

Mr. Sklar replied that the Muni Metro schedule and budget will be delayed.

Commissioner Flynn said he thinks it is unfair to say that "it falls on its face" unless this proposal is approved.

Mr. Sklar said the introduction of Muni Metro service will wait because of the proven inability of Muni forces to get out a control program.

Commissioner Sanger stated that it seems that exceptions are allowed only for attorneys who are considered to have special skills. It is becoming more obvious that contract and construction management is another one of those special skills. This is an example where there are not that many firms to do this type of work and are available to do it quickly, or some firms are not interested in small contracts. He said the Commission should get into a full procedural discussion.

Commissioner Sanger moved approval of this item on the grounds that the services are needed.

Commissioner Henning requested permission to abstain from voting because of a conflict of interest. On motion of Commissioner Sanger, seconded by Commissioner Flynn, the Commission unanimously voted to excuse Commissioner Henning from voting.

Commissioner Flynn seconded Commissioner Sanger's motion for approval of resolution No. 79-0179, which was unanimously adopted.

Commissioner McCrea directed Mr. Sklar to calendar for discussion at the next PUC meeting an item outlining how the Commission should proceed on similar items in the future.

Mr. Sklar stated he has asked the Secretary, Public Utilities Commission, to obtain a copy of the resolution governing current procedures. This will be examined, and staff will come back with suggestions covering small and large professional services contracts.

THEREUPON THE MEETING ADJOURNED: 3:30 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

SPECIAL MEETING

Room 300, 101 Grove Street

10:00 A.M.

May 4, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith
SECRETARY

Call To Order: 10:14 A.M.

Present: President Claire C. Pilcher, Commissioners H. Welton Flynn, John M. Sanger

Vice President Peter McCrea arrived at 11:00.

Absent: Commissioner John F. Henning, Jr.

SPECIAL MEETING TO HEAR TESTIMONY REGARDING THE PROPOSED ROUTING OF NO. 10 MONTEREY LINE UNDER PHASE I OF MUNICIPAL RAILWAY 5-YEAR PLAN 1979-1984, AS REQUESTED BY THE BOARD OF SUPERVISORS

Mr. Thomas Matoff, Acting Director of Planning, Municipal Railway, explained that the proposed routing of the New No. 10 Monterey line was adopted in the 5-Year Plan by the Commission on April 3, 1979, and that implementation of Phase I is proposed beginning this year. The section of the route through Saint Francis Woods, east of Balboa Terrace, and the area leading to Monterey Boulevard is a matter of contention. The recommended route is from Glen Park, via Monterey Boulevard, to Santa Clara Avenue, Saint Francis Boulevard to Saint Francis Circle, continuing west from that point along Sloat Boulevard to the Zoo. Objections have been raised by people living along portions of the route to that alignment.

Various alternatives have been proposed, Mr. Matoff said, one for the bus to travel from the corner of Monterey and Foerster via Foerster, Judson, Phelan, Ocean Avenue and Junipero Serra to Saint Francis Circle, and then west.

Another alternative would be via Plymouth, Yerba Buena, Miraloma and Portola to Saint Francis Circle and then west on Sloat Boulevard.

The staff has also examined some "short cut" alternatives, using Yerba Buena to the intersection of Santa Clara and Portola, then down to the Circle, and a short route avoiding Saint Francis Boulevard, but using Santa Clara to Portola and then to Saint Francis Circle. Four alternatives were considered,over which buses made test runs. The proposed route, is shorter (by 1/2 to 1.6 miles) compared with the others on a round trip basis. Since transit travel is time sensitive, there would be an opportunity to attract more through riders. Alternative routings, specifically the two proposed by the Saint Francis Home Owners Association, are longer and would require an additional bus on that line in order to maintain headways.

The other alternatives, particularly the one using Yerba Buena Avenue all the way through, would be unacceptable since it would involve operation on a narrow street.

Alternative recommendations would also result in unnecessary duplication. For example, on Foerster and Judson, the recommended alternative would duplicate proposed Line 36 on Foerster and Judson; the 43 line on Phelan; the K line on Ocean; and the K,17 and 28 along Junipero Serra. Operation along Santa Clara would probably be no more acceptable to home owners than on Santa Clara and Saint Francis Boulevard.

Another reason for continuing to recommend the originally proposed route is that it would serve an area bounded roughly by Darien Way, Northgate Avenue, San Felipe Avenue and Saint Francis Boulevard which is one of 4 areas in the City identified by Wilbur Smith Associates as presently being without public transportation. The Wilbur Smith study subjected a proposed network, which incude this line to computer study to ascertain the daily passenger loads which would be carried. Given present transportation patterns, the segment from Plymouth Avenue to

Saint Francis Circle was identified as having one of the two highest load potentials on the 10 line. Patronage is higher west of Plymouth than east. Confusion still exists concerning auto parking at the Glen Park BART Station. The zip code including Saint Francis Woods (94127) accounts for 20 percent of the autos parked around the station. Since the opening of BART, Glen Park has had a severe auto parking problem. Not all the autos come from Saint Francis Woods itself, but are spread throughout the zip code area. That problem can not be solved with just one line. Presently the 94127 zip code area is served by only two lines-- the No. 10 and No. 36. Under the plan the area would be served by four lines, all connecting to BART and Muni Metro. The area would have the 10,44,36 and 43 lines--reducing the presently unserved figure in that zip code area from 35 percent to 15 percent.

Mr. Matoff stated that the Glen Park Association traffic plan produced in cooperation with Muni, Department of Public Works, City Planning and BART, calls for improved transit service and preferential parking. He said it is important to maintain good local connections to BART; and the BART access study at Glen Park Station proves that people use Muni service to BART. BART projects large increased demands for Muni access to BART at Glen Park by 1990, and it is important to prepare for it now.

Mr. Matoff said Saint Francis Boulevard carries about 600 vehicles per hour during rush hours. Since the 10 line would be on a 12-minute headway, that would be 5 buses per hour in each direction, or a total of 10. A 10-minute headway would produce a total of 12 buses per hour, which is equal to 2 percent of the present load on Saint Francis Boulevard. Buses have been taken over all the streets involved and they are wide and present no operating problem.

Mr. Bob White, representing Chancellor Sooy of the U.C. San Francisco campus, said he was present to support the 5-Year Plan. He submitted a letter from Chancellor Francis A. Sooy to President Pilcher.

Robert R. Calla, Board Member of the Saint Francis Homes Association, spoke on behalf of the association, indicating that the association is mindful of the democratic process, but has its rights and responsibilities. He said the association first learned about the 5-Year Plan in early 1978, and at that time corresponded with Curtis E. Green, General Manager, Municipal Railway, and Tom Matoff, requesting an outreach meeting. The meeting was held in March, 1978.

When the Association learned that the 10 bus line was going to run through the neighborhood, it petitioned the residents. A petition in opposition to the proposed No. 10 routing was submitted. After the hearing at Lincoln High School the association petitioned the members by postcard for responses. About 360 households within a 2 or 3 day period responded, stating they wanted efforts continued to have the proposed route changed.

Mr. Callan said he would not talk about environmental problems or safety problems. He said Saint Francis Woods is the oldest home owners association in San Francisco, and the oldest planned community in the United States. People in Saint Francis Woods have pride in their neighborhood and are committed to San Francisco. Many people have moved to Saint Francis Woods from other areas of the City.

Mr. Callan said the association is proposing an alternate route using Junipero Serra, Ocean Avenue, Phelan, Judson, Foerster to Glen Park. He said the association is in favor of the 5-Year Plan, mass transit, and anything that can improve the ability of people to get to and from places. He said their alternative route is more responsive to the needs of people, and would serve many schools and churches and provide better access to those desired areas. Mr. Callan said he has talked to the President of the Ocean Avenue Merchants Association, Roger Miles, who has advised that he favors the bus using Ocean Avenue.

President Pilcher asked if Mr. Miles' group had taken a vote.

Mr. Callan said he did not know, but that the association is concerned about having transportation for people on Ocean Avenue, which is in a state of revival, and many small merchants depend on traffic.

Mr. Callan stated that Dean Davis of City College of San Francisco advised him that it was not possible for him to get the entire committee together for a vote prior to today, but that City College would not oppose another bus running in front of its school. He said 26,000 students attend City College, of which 8 percent, or over 2000, come from the Sunset district. It is desired to have bus lines to City College which cut out the number of transfers now necessary. There is a traffic problem on Ocean Avenue primarily due to the fact that students would rather take cars than transfer 2 or 3 times. A bus on Ocean Avenue would provide direct access from other areas of the Sunset.

Mr. Callan said that to his knowledge there are no home owners associations comprised of people in that area in favor of the proposed route of the 10 line. He added, that Dr. Ed Dollard, President of Monterey Heights Association, is not in favor of the proposed 10 route.

A man in the audience pointed out the neighborhood on the map. He said Miraloma borders the neighborhood on the east, and they are one block over from Saint Francis , and have access to transportation on West Portal.

Regarding 20 percent of the autos parked around Glen Park Station being from the zip code in which Saint Francis Woods is located, Mr. Callan said a study was made in 1976. Of the 378 cars, 20 percent were allocated to zip code 94127, which is a huge area. Further checking was done with registration of cars, and it was found that there were 4 cars coming out of Saint Francis Woods. This study was made when there were troubles with traffic on Ocean Avenue--before preferential parking was instituted on January 1, 1979.

Also, Mr. Callen said, it is doubtful that people would take BART downtown once the Muni Metro is in effect, as from Saint Francis Wood one could walk to Ocean Avenue or take the No. 43 bus on Miraloma.

Mr. Matoff pointed out that it would depend on where you are. The present No. 10 comes from Glen Park along Monterey, then along Miraloma and up to Forest Hill. If you are on Monterey, Yerba Buena or Miraloma you now take the No. 10 and can go to Forest Hill. Under the plan if you are along Yerba Buena or Miraloma there would still be a bus going to Forest Hill--the proposed 43. However, there is the area along Santa Clara and Monterey between Plymouth and Saint Francis Boulevard identified as unserved by Wilbur Smith Associates. Those people are not within easy walking distance of Muni Metro or a line that gets there with a single transfer. Under the plan they would be able to go to Saint Francis Circle for transportation.

Responding to a question from Commissioner Sanger, Mr. Matoff stated that between Plymouth and Foerster patrons could take the No. 10 and transfer to Muni Metro at Saint Francis Circle, or could take the No. 43, and transfer to Muni Metro at Forest Hill. He said that west of Plymouth Avenue there would be no service under the proposal advanced by the Saint Francis Homes Association. These people are not now within easy walking distance of a Muni line.

Mr. Joseph Bisho, President of the Saint Francis Homes Association, stated that people in the area have easy access to West Portal and Muni Metro. He said they walk a few blocks , and now have a 1 or 2-block walk.

Mr. Matoff said it is more than 1000 feet, and is uphill.

Mr. Bisho said it would be downhill in some spots.

Commissioner Sanger stated he went out to check and there is no nearby transportation.

President Pilcher commented that she went to the area again this morning, and one can talk about "1000 feet as the crow flies".

Mr. Callan noted that Muni has been receptive to neighborhood concerns, and that at the Board of Supervisors meeting Mr. Matoff talked to someone and said "it could be talked over and worked out".

Mr. Matoff said that concerned the Western Addition Neighborhood Association, which was concerned about having 4 express lines on one street.

President Pilcher added that the individual involved testified in favor of the 5-Year Plan, but noted that there would be 4 buses on a residential street. She said she has a small child and was concerned. President Pilcher said she was struck by the difference in a woman who was willing to have 4 express buses going by her house which she could not use as they would not stop in that area, as contrasted by a neighborhood which does not want any buses going through its area.

Mr. Callan said many people support the position of the Saint Francis Homes Association--the West of Twin Peaks Council, Monterey Heights Association, Balboa Terrace Association, Lakeside Association, Lakeshore Association, City College and Ocean Avenue Merchants Association. He said the Citizens Action League has sent a letter in support of the position.

Commissioner H. Welton Flynn, said the Commission has been "profoundly responsive" to groups asking for transportation, but not to people wanting no buses on their streets.

11:00 a.m.--Commissioner McCrea arrived.

Mr. Callen said his group has brought forward some logical reasons for opposing the proposed routing of the 10 line, and a lot of support. He said that to their knowledge there has been no contact to indicate that the proposed route is favored by the people in that area.

President Pilcher said she received one letter from a woman in Saint Francis Woods, who said her husband would object to her writing, but she favors the overall transit plan for the good of everybody.

Mr. Callan said they are talking about what the neighborhood as a whole desires--not just Saint Francis Woods.

Commissioner Sanger commented that there is a "big white hole" on the map indicating an unserved area south of Monterey.

Commissioner Flynn asked Mr. Matoff which alternative route would require additional buses.

Mr. Matoff replied, "Either one".

President Pilcher asked what the cost per year would be to use either of the 2 alternative routes.

Mr. Sklar replied it would range from $60,000 to $200,000.

Responding to a question from Mr. Callan regarding headways, President Pilcher said it is not the headway that matters, but the time it takes for the bus to get from point A to point B.

Commissioner Sanger noted that there are two factors--convenience and patronage.

Mr. Joseph P. Russoniello, board member, Saint Francis Homes Association, said he understands that at the peak period it is expected that headways would be 10 minutes, and that the round trip would be completed in 60 minutes, and that the round trip is 14 miles.

Mr. Sklar stated that the City-wide average for buses is 10 miles per hour, but it varies depending on the route.

Mr. Russoniello said that in this particular situation, given the number of stop signs and the projections of the number of people to be picked up, and looking at the proposed route, it would not seem that this would be on the "low end of the average". He said he is concerned about taking the speed rates projected. Anticipating that a round trip would be completed in 60 minutes, it would mean that the bus would have to average 14 miles per hour. He said it seems to be higher in terms of speed necessary to make the trip, and perhaps a little too liberal in terms of the number of passengers picked up at the available stops. If the projection is wrong, in order to furnish the service projected and the headways, the City might have the expense of $60,000 to $200,000 anyway.

President Pilcher pointed out that "nothing is written in stone"--whatever is tried and does not work for whatever reason will be looked at again".

Mr. Callan requested that the Commission try his association's proposal as it will be serving a commercial corridor--City College and Ocean Avenue.

Commissioner Sanger said there is one weakness in that approach. When conducting research to determine potential patronage the location of potential patronage must be tried. If it is found that no one uses the line, it would make sense to reconsider.

Commissioner Peter McCrea noted that the number of buses on City streets is fixed. If it is necessary to put another run on the 10 line to accommodate a request, it will be necessary to take a run off some other street in the City. This would be depriving an area in the City of service for the benefit of another.

The 5-Year Plan is aimed at applying "balanced service" with a fixed number of buses. He said City College and Ocean Avenue now have the heaviest kind of transit service, as there are 6 bus lines terminating at City College plus streetcar service.

Mr. Callan recalled that at the hearing Dean Davis, asked why people should have to transfer from the Sunset when they can get a direct route to City College.

Mr. Sklar stated that"no one route can serve everyone everywhere". It has been demonstrated that people are willing to make one convenient transfer, but are unwilling to take long circuitous trips, requiring 2 or 3 transfers. A system is being proposed which will take a lot more people to City College and State College and Stonestown fairly directly with generally no more than one transfer which is better than anything Muni now has.

Mr. Sklar said the children of high school age in the Saint Francis Woods area indicated that the pressure of getting someone at home to drive them is a "hassle", and that opening up that area to them would open up the City.

Mr. Callan stated that the majority of children in that area are under 12 years of age, and he hopes they don't get hit by cars.

Mr. Sklar asked how many vehicles move up Saint Francis Boulevard during the average hour.

Mr. Callan said, " 600 of which 500 may not stop at the stop signs".

Mr. John T. Squire, President, TWU Local-250A, said he agrees with the Commissioner about taking service from someone else. He said that, talking from experience, that bus is not going to be able to maneuver down Ocean Avenue at the same speed that it can maneuver down Monterey Boulevard. He said there are streetcars on Ocean Avenue and added traffic going to Balboa. He said it takes him 1-1/2 minutes longer to get to the freeway from his house on Victoria Street using Ocean Avenue. That means the bus on Ocean Avenue will take about 4 minutes longer because it will be stopping and starting. He said the people in Saint Francis Woods want to downgrade Ocean Avenue and keep their property values up, but they don't want service to the rest of the City.

Mr. Russoniello, said the City made a commitment that it would try to reduce the 600 autos per peak hour by putting in dividers to deter traffic from coming through Saint Francis Boulevard, because drivers have not been paying attention to the stop signs. He said he understood that a primary purpose of the plan was to carry people to mass transit points, either to Muni Metro or to a BART station. In looking at the proposed 10 route one has to consider where the people picked up along the line are going. If people are taking the 10 or 18 east along Sloat, they probably will get off at Junipero Serra and take Muni Metro downtown. People in Saint Francis Woods, Balboa Terrace, Monterey Heights and surrounding areas are now adequately served by available Muni Metro service or by cross-town lines along 19th Avenue. He asked how many people not served by Ocean Avenue service would find it convenient to take the proposed No. 10 line in an eastbound direction. He said the only people who might have some interest in taking this line would be the people whose homes actually face Monterey.

President Pilcher, said there would be 10 more minutes of discussion.

Mrs. Joan Herman, said she has lived in Saint Francis Woods since 1929, and grew up on Santa Clara Avenue. She said there "really isn't a walking problem, if you know the area and live in it".

Mr. Buford Johnson of the Municipal Railway Planning Department, said he has spoken to Dean Davis of City College on numberous occasions and was told that Dean Davis is personally in favor of the 10 crosstown line as shown in the 5-Year Plan.

Mr. Callan said Dean Davis is in favor of the 5-Year Plan, but that he would not object to the bus on Ocean Avenue.

Mr. Callan said his association has brought comments from a lot of people who have not previously been contacted.

President Pilcher replied that there has been the most widespread publicity on the hearings, and the Board of Supervisor has commended the Commission for its outreach program.

Mr. V.W. Anderson commended the Commission for more tendency to listen to the comments of people than in previous meetings. He said he represented the Crestlake Association, which has an objection to running Sloat service through Saint Francis Woods. The 18 line presently serves 46th Avenue crosstown and Sloat Boulevard. Muni's own checks show that 75 percent of the partrons arriving at Saint Francis want to go to Stonestown.

Commissioner McCrea said that is not an accurate statement, but is taking figures out of context.

Mr. Matoff said he did not bring statistics along, but most of the people arriving at Saint Francis Circle ride through. However, under the proposal 80 percent of the people boarding the line along Sloat Boulevard would still have direct service to Stonestown, not on the Sloat Boulevard Line, but on the north-south line.

Commissioner Sanger stated that the routing of the 18 line is not relevant.

Commissioner McCrea stated that the Board of Supervisors asked the Commission to explore alternate routes through Saint Francis Woods.

Mr. Anderson said there is no quarrel with the crosstown routing of the 10 line to the Third Street corridor. He said his association has presented in writing an alternative routing using a reasonably direct route to Stonestown, with certain alternate trips around the lake to the Zoo. He said this is a reasonable alternative plan which will please a lot of people. He said the plan is controversial and not worthy of adoption.

Dr. Dollard said the Monterey Heights Association is in agreement with the Saint Francis Woods Association, and is concerned with the safety factor in use of Monterey Boulevard, as there is a large retaining wall, and it is difficult to make a left turn, and will be more difficult with buses on Monterey Boulevard.

Commissioner Sanger asked if Dr. Dollard's neighborhood includes Miraloma and Yerba Buena.

Dr. Dollard replied, "Yes, west of Miraloma and west of Yerba Buena".

Commissioner Sanger asked if he likes the fact that there is a bus on Miraloma.

Dr. Dollard replied affirmatively. He said most of the people east bound are using it, and crosstown riders are getting connections.

President Pilcher commented that there was a concern raised about the safety of children, the increasing crime rate, etc. She asked if there has been an increase in the crime rate since the bus has been there.

Mr. Callan replied that they do not think the bus route is going to cause an increase in crime.

Commissioner Sanger said the proposed 10 line is to serve downtown and would remedy a gross deficiency in overall crosstown traffic.

Considering the safety problem, Mr. Callan requested that before voting the Commission go out to Saint Francis Boulevard and stay there between 7:30 and 9:00 a.m. and count the number of cars that do stop at stop signs.

Mr. Sklar commented that the safety issue would be mitigated if cars were reduced by buses, and if the "kiss riders" stay home.

Mr. Bisho referred to the retaining wall along Monterey Boulevard and Dr. Dollard stated that with the buses making a certain schedule it will be more difficult to get on Monterey Boulevard from Saint Elmo and other streets.

President Pilcher commented that she lives on a bus line which has to go around 4 steep blocks. For 8 or 9 years some of the neighborhood fought a bus line, but considering that it serves a transit need they have agreed to it. She said that as a person who lives on a bus line and has a 12 year old daughter riding, she is thankful that it is there, and it does keep cars off the street.

Mr. Russoniello said the alternate route for vehicular traffic is Ocean Avenue, which was designed by the City for heavier traffic. He said Saint Francis Boulevard is not navigable because of limited width. Unless people get into buses they are still going to use Saint Francis Boulevard, which is the most direct access. He said the buses would necessarily have to stop before reaching an intersection, and the crosswalks are those before you reach the intersection. The vehicular traffic compounded by buses stopped at crosswalks would increase congestion.

Mr. Callan said there would be an additional cost to the City to make bus stop signs in Saint Francis Woods.

President Pilcher said that on her block a yellow line was painted on the street.

Mr. Sklar said the bus would stop where there is a paved crosswalk, and this proposal will get rid of some auto traffic, as automobiles move off streets used by buses.

President Pilcher stated that the Commission has heard all viewpoints not only at this meeting but at two previous hearings, and in neighborhood meetings, and from many letters for which the Commission is grateful. She asked if any member of the Commission wished to change the resolution presented to the Board of Supervisors on April 30, 1979.

Commissioner Sanger stated that he found the meeting beneficial and learned from it. He said he has not changed his opinion regarding the value of the proposed routing. He said he is willing to take a look six months after inauguration of the new route to determine if patronage turned out to be as expected, and if there are unforeseen traffic or safety problems--and if there

are alternatives which might solve any such problems. He said the Commission is always willing to do that, and added that he spent years representing neighborhood associations.

Commissioner McCrea said he agrees with Commissioner Sanger, but would like to go one step further. As a minimum, he said he would like to insure that there is a traffic count conducted on Saint Francis Boulevard next week, and another count made six months later to lay to rest the argument raised that buses will increase or decrease auto traffic on Saint Francis Boulevard. He said he would like to make a commitment to the neighborhood that this will be done, and that it will be discussed after six months.

Commissioner Flynn, said he would like a traffic count in 90 days, after inauguruation of the proposed 10 line and again at the end of six months.

Mr. Sklar said that staff will come up with a plan for study and obtain the approval of the Commission and the Saint Francis Homes Association.

President Pilcher commented that, assuming the Board of Supervisors votes, the position is to route the bus as proposed. If and when the 10 line is routed down Sloat, Saint Francis Boulevard and Monterey, she asked when this would begin.

Mr. Matoff answered that it is a part of Phase IB, and that staff is "shooting for the 4th of July" for implementation of Phase IA. He said that service would not begin before fall at the very earliest, and it could be next year.

Mr. Bisho said he is concerned that the traffic count will come when City College is closed.

Mr. Sklar said that is why staff would like a longer period,of time to take counts when City College is open and closed, during rush hour, non-rush hour and weekends.

Mr. Russoniello thanked the Commission for giving more time than usual. He said he expects that the Association's position will be borne out on the study. He said he would report back to the Association.

Commissioner Flynn commented that this had been a hearing without precedent.

Mr. Callan commented that the Board of Supervisors is responsive to neighborhood action in the 11 different districts.

President Pilcher noted that the Board of Supervisors has been responsive. Although the PUC was under no legal constraint to have a meeting with the Association, President Pilcher explained that the meeting was held in deference to the Board of Supervisors and in courtesy to and cooperation with the neighborhood.

Mr. Russoniello commented that some statistical information is too overly broad and generalized and not accurate when repeated to the Board of Supervisors as being fact.

President Pilcher thanked the members of the Saint Francis Homes Association for their time.

THEREUPON THE MEETING ADJOURNED: 11:55 A.M.

Romaine aA. Smith
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

May 8, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
MUNCIPAL RAILWAY	ACCOUNTS
HETCH HETCHY	PUBLIC SERVICE
WATER DEPARTMENT	PERSONNEL & TRAINING
	SAFETY
	PUC COMPUTER CENTER

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, John M. Sanger

Discussion preceding adoption of resolutions is attached.

The minutes of the special meeting of April 3, 1979, and the regular meetings of April 10 and 24, 1979, were approved.

RESOLUTION NO.

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0181 HH Extending an agreement between the U.S. Geological Survey and the PUC under which, in accordance with the Raker Act, the U.S. Geological Survey will provide for engineering services in connection with the computation and preparation of stream flow records of the Tuolumne and its tributaries for the period of July 1, 1979, to September 30, 1980, in the estimated sum of $66,850.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0182 HH Authorizing bid call for HH Contract No. 551R for Richmond Substation, Equipment Installation and Related Building Alterations. Estimated Cost: $450,000 (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0183 HH Awarding HH Contract No. 534- L Line Streetcar Overhead System, Conversion for Pantograph Operation and Feeder Undergrounding- to Brayer Electric Company and Mahoney Electric Company, Inc., a Joint Venture, San Francisco, California, in the net amount of $828,082. (Power Improvement Program/Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0184 HH Accepting as satisfactorily completed work under HH Contract No. 603-Sandblasting and Coating Tesla Portal Water Tanks; approving credit modification of $35.69; and authorizing final payment of $13,440.31 to D.L. Burgess Company, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0185 W Authorizing bid call for Water Department Contract No. 1767- Excavation and Repaving for Water Service Trenches. Estimated Cost $69,750.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0186 W Accepting as satisfactorily completed work under WD Professional Services Contract No. PS-154, covering a water revenue requirements and water rate design study; and authorizing final payment of $250.55 to Brown and Caldwell, Consulting Engineers.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0187 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $230.01, month of April, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0188 M Approving supplemental appropriation in the amount of $80,000 to provide for litigation expense, and for a Regional Transit Association program of public information and transit system demonstration.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0180 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $74,750.83.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning,the following resolution was adopted:

79-0189 PUCC Approving the use of funds appropriated for permanent salaries to be expended for the continuing use of contract programmers, analysts and technical support services; and requesting the Controller to approve the transfer for this purpose of $65,000 for the current fiscal year.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0190 W Approving a Contract Order with Corrosion Engineering and Research Company to perform a corrosion survey for a section of the Crystal Springs Pipeline No. 1 near Brisbane, San Mateo County, for a cost not to exceed $4,800.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0191 M Approving of contract providing technical coordination and training for installation and implementation of the Financial Information Resources Management (FIRM) program in the Municipal Railway.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0192 GO Requesting the Civil Service Commission to confirm the appointment of Richard Sklar as General Manager of Public Utilities, Step V, effective June 1, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS
Naming of Muni Metro Station at Castro and Market Streets

President Pilcher referred to a letter in behalf of Supervisor Harry Britt, dated May 2, 1979, from Gilbert H. Boreman, Clerk of the Board, requesting that the Commission consider naming the Castro and Market Street Muni Metro Station the Harvey Milk Plaza. At the Commission meeting of April 24, 1979, it was determined that the PUC does not have full jurisdiction over the plaza itself, and therefore it would be more appropriately referred to the Board of Supervisors.

REPORT OF THE ACTING GENERAL MANAGER- Richard Sklar
Motor Coach Division Equipment and Maintenance

Mr. Sklar said he would like to talk about the magnificent performance of the motor coach division equipment and maintenance team over the past month or so. He said that shortly after Mr. Frank Baggetta assumed the job of running this section, he laid out a 6-month plan to move Muni from the daily circumstance of missing sometimes as many as 20 runs daily due to lack of equipment at the two diesel coach yards down to missing no runs. The same plan was laid out for the PCC operation. Trolley coaches were missing no runs because there were more trolley coaches than the runs demanded.

Two weeks ago, Mr. Sklar said he received a report from Mr. Baggetta which showed that on that Monday morning Muni missed no runs at Woods and Kirkland Divisions. Muni staff had worked during the weekend, with Water Department maintenance personnel assisting. He told Mr. Baggetta not to count on that, as he knew it was by herculean effort that all of the buses had been put out, and that it would take months to get to a condition of full stability. However, on seven of the last twelve days in the morning and evening both divisions have gotten every coach out.

Mr. Sklar said he asked that Frank Baggetta and five (5) employees selected from the foremen and mechanics come to the PUC meeting, not as the individuals who made it happen, but representing the 130 to 160 team people. Mr. Sklar introduced Frank Baggetta, Transit Equipment Supervisor; Harry Maker, Automotive Supervisor; Graham McMullen, Foreman; Douglas St. John, Foreman; Ogden Williams, Mechanic; and George Schlodfoldt, Mechanic.

Mr. Sklar said the performance has been "absolutely outstanding".

President Pilcher said she would like to applaud them on behalf of the Commission. (applause from Commission, staff and public).

Mr. John T. Squire, President, TWU Local 250-A, spoke on behalf of the Muni drivers. He said it is phenomenal that the drivers no longer have to be making double and triple headways, and that they are appreciative.

Commissioner Peter McCrea asked if there are enough drivers for the buses available.

Mr. Sklar said a few operator runs have been missed, but that will be dealt with next. The union and staff will work on absenteeism problems and will make sure there is a sufficient number of drivers. Generally, if there is an operator "miss out", it is not for a full day but for a short period of time.

Purse Snatching Incident on Hayes 21-Line

President Pilcher commented on a communication just received dated May 1, 1979, from a woman unable to identify the Muni driver, whom she wished to thank. This woman was riding the 21 Hayes line on April 2, 1979, at about 5:00 p.m. when her purse was snatched by a young male passenger. The driver got off the bus and took chase, and because of that the young man dropped the purse. This woman is asking that her thanks be conveyed to the bus driver. President Pilcher said this bus driver should be identified and commended.

Effect on Ridership Due to Gasoline Shortage

President Pilcher asked if there has been an effect on Muni ridership since the gasoline situation has been a problem.

Mr. Curtis E. Green, General Manager, Municipal Railway, replied that from July, 1978 to February, 1979, there was a 6.4 percent increase in patronage. In March and April, 1979, there has been a 9.3 percent increase. This increased patronage is attributed to more equipment on the street, and to people using the system much more.

The actual number of revenue riders in 1977-1978 was 120 million. Based on that figure, a projection was made for 1978-1979 of 125 million. However, it is clear that Muni will carry 129 million people rather than 125 million, which is 9 million more than in 1977-78. It is expected that the increase in ridership will continue.

Driver Identification

Mr. Sklar stated that the staff and union has worked on this matter for the past two weeks. An agreement has been reached on the mechanism for a simple permanent easy driver identification. This is a right shoulder patch sewn permanently onto each driver's jacket and shirt. It is similar to a system now being used in Los Angeles. Chicago uses a metal badge on the right shoulder. The advantage of the right shoulder with an easy to see number is that from the passenger standpoint it is not necessary to search for a number. Mr. Green has submitted two (2) suggestions as to configuration, and Muni staff and the union will come back with the recommended design hopefully by the PUC meeting of May 22, 1979.

President Pilcher said she has talked with drivers, and has spoken to Mr. Squire. Her concern is that if the driver chooses not to be identified because "there are a lot of crazies out there" and they make phone calls, all the driver has to do is wear a sweater.

Mr. Sklar explained that there will be a standardized uniform. Drivers will wear a shirt and a sleeveless vest, or a jacket over a shirt or over a shirt and vest. On every sleeve the driver will be provided with the emblem and paid for sewing. Drivers will be out of uniform without either a shirt or jacket.

President Pilcher commented that $10,000 was spent on plastic plaques, which were hardly used, and $16,000 is now going to be spent on patches.

Mr. Sklar explained that staff wants to make driver identification as painless as possible, and does not want to be in the position of being policemen with employees, but wants cooperation from employees.

Commissioner John M. Sanger, asked if there are any regulations which control giving out information on names along with identification by numbers.

Mr. Green replied that names are not given out, and Mr. Sklar added that the only way a name would be given out would be if a formal complaint were brought and a public hearing held, or in the case of a law suit.

Mr. Fred Perry of CAPTrans, asked what would happen if a driver were not in uniform.

Mr. Sklar replied that staff, together with the union, will examine the question of discipline.

President Pilcher said she would like to make sure that the Commission and staff have the full cooperation and consent of the union in this matter.

Mr. Sklar stated that the union will deal with the matter at the shop level, and will talk to employees before we spend "penny one". He said work with the union to date has been very cooperative.

Mr. Sam Walker of the TWU Local 250-A explained that there was a lot of controversy over the plastic numbers. Children and young adults would take them out of the holders. He said the union has checked systems in San Diego and Los Angeles, and that the patch is the "going thing" in transit systems. Chicago and New York use metal, but it is felt that the cloth patch would be better in San Francisco.

Mr. Perry asked if uniforms are interchangeable in case an employee leaves. He said the Police Department had the same question as uniforms had to be thrown away because patches were so permanently fixed.

President Pilcher said that problem will be studied.

Reorganization

Mr. Sklar explained that he has detailed in preliminary fashion matters which have been discussed individually with the Commissioners regarding reorganization of the three (3)"operating companies in our corporation". He said that is essentially what we now have is an organization that is a mixed line and staff and "something else organization" that has grown "somewhat like Topsy".

He suggested a return to the concept originally envisioned when the PUC was put together, and which the Charter outlined as a basic way to operate. He said he will bring forth a series of formal proposals to the PUC and to Civil Service and the Board of Supervisors, with a matrix line and staff organization.

The PUC is at the top as the board of directors or governing body of the organization, with the Secretary to the PUC, and her associate providing secretarial services to the Commission. Mr. Sklar is the General Manager of Public Utilities and the chief operating officer. There are three (3) working organizations--the Municipal Railway, Water Department and Hetch Hetchy. Mr. Green and the Muni organization, will, as will Water Department and Hetch Hetchy, move from being a "catch all umbrella organization" to providing only for their basic mission. These organizations will be organized in turn for the capability of maintaining their equipment and buildings, garages, tracks, and Muni Metro stations. The Water Department will move into the same type of configuration with an operating and maintenance arm; and the same will be true of Hetch Hetchy with its operation and maintenance section.

There will then be 4 staff organizations--financial management; management information systems, or EDP, or the Computer Center; an administrative group; and a facilities engineering and construction group that will serve all of the companies.

Under financial management will be 4 or 5 functional areas--budgets and systems, accounting, grants management, and revenue collections.

The Computer Center operation has not been detailed, but it has the normal computer center type functions.

The administration side will cover such areas for all the organizations as personnel, claims, affirmative action, safety and security, inter-agency, public and press liaison, and real estate management.

Facilities engineering and construction will be the engineering and building company for everybody. Now there are four (4) separate operations for facilities engineering and construction. There are 276 people in that "family", but 4 separate companies essentially carrying on the same business. Now about $1.5 million worth of construction per month is being put into the ground at the peak sometimes $2 million or $3 million.

The peaks and valleys do not necessarily coincide in all operations. Civil engineering is civil engineering, designing is designing, contracts administration is contracts administration, and inspecting and pouring of concrete is the same whether the produce is a dam, a subway station or a new office building. A facilities engineering and construction bureau will be created under the PUC. The Charter mandates that they are bureaus in the legal sense of the word.

Mr. Sklar said three (3) areas are still undecided. First, is the purchasing operation, which could be under administration or finance. The Water Department commercial division could remain with the Water Department or become part of the financial operation of revenue collections. The long term planning group, which does not now exist, (there is the Muni planning group) could operate directly through the General Manager or as part of the facilities studies as most of the long term planning is really capital works planning. One other small staff of 1 or 2 people is a group to do performance evaluation--to take reports and data and tell the operating officer quickly where special attention is needed.

Essentially, Mr. Sklar said, the PUC will be operating as General Motors operates, as a corporation. The Commission will be the board of directors, and he will be the chief operating officer. There is an Oldsmobile division, a truck division, a locomotive division, and they build their products but each of them are served by a central office financial, data processing administrative, and construction operation. In working through this process with Mr. Green, Mr. Moore and Dr. Christensen, he said he has come to some conclusions.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, has been asked and has accepted taking on the job of being responsible for all facilities construction. Mr. Green and Mr. Kelleher will remain in their present positions. There will be a vacancy in Hetch Hetchy for directing operations and maintenance, and Mr. Moore and Mr. Sklar will consult and come back with a recommendation for that position.

Dr. John M. Christensen serves in what is called the Bureau of Accounts now. Essentially, it is a 1 or 2 person operation.

Mr. Sklar recommended Miss Nancy Keane, presently the Director of the Family Support Bureau of the District Attorney's Office, for the administration position. He said he has a packet of recommendations for her and has met with her innumerable times about what a magnificient job she did of organizing a "tough bureau", which did not exist before District Attorney Joseph Freitas's administration. Essentially, it now comprises about 200 people, and has the job of finding non-supportive parents, and developing administrative and court procedures. He said Miss Keane comes with the highest recommendations.

Mr. Sklar stated that discussions are being held as it is not clear now whether EDP should be a part of financial operations or operate separately.

Mr. Sklar commented that in order to carry out the plan from the gross level of organization down to the detailed staffing, there are 139 people in three (3) companies involved with things relating to money, 60 in EDP, 137 in administration, and 276 in facilities construction. This does not count the almost 2500 people in operations and maintenance at Muni or the 1,000 in the Water and Hetch Hetchy Departments.

In order to determine how to organize for the next 3 to 5 to 10 years, Mr. Sklar said he has asked Arthur Andersen and Company, who are now under contract, to join with himself, Dr. Christensen, Nancy Keane, and a man who has worked for SPUR and is contributing his time on a voluntary basis named Tom Rau, to work on detailed systems and organization.

Mr. Sklar said he thinks a mistake was made in the current work with Arthur Andersen and Company. Public Utilities has a $500,000 contract with this company to work on the TIMS program, the computer programs for finance and administration. What they are doing essentially is designing programs for different specific functions. What they did not do was step back and lay out the beginning of a patch to get to the type of operation envisioned; that is, to identify the requirements for all functioning organizations, and to suggest what organizational structure and details make sense. Then staffing will be done at the same time they are devising the systems, procedures, and programs. Arthur Andersen is now working in the programmatic area of Muni alone. They are working "more with the fingers when they have not decided what the body looks like". Some of the money will be taken from the back end of the program and used at the front end of the program to ask Arthur Andersen and Company in a very quick fashion to do this so that it can be ready for implementation at the beginning of the fiscal year.

Arthur Andersen and Company will work with staff on evaluation of what is being suggested, and the detail to back it up, staffing levels, and departments or bureaus, so that in the fiscal year 1980-1981 there will be full program--budgeting and an organization built around this concept.

Mr. Sklar stated that there are several choices. This concept can be applied, or each organization can be given the job of doing everything. The disadvantages of the latter are that when you have an organization replete with talented people you can afford to have staff services down at each operating division. Today, in this City, and in most municipal governments, there is not that level of talent. Municipalities can not pay for and can not compete with the private sector. If it is possible to get one great personnel officer and one great computer programmer to serve three (3) organizations it is better.

Implementation of this concept will begin, he said, when an agreement has been reached with the Commission and other City organizations on the exact details of the concept.

President Pilcher asked if the department heads are working with Arthur Andersen and Company as it is difficult to be able to see problems which are unique to a particular department.

Mr. Sklar replied that the department heads are right down at the worker level. Arthur Andersen is moving to the people doing the work. Now they will be moving back up and thinking about basic organization and requirements. At the same time they will continue programmatic exercises. Forty or fifty thousand dollars will be pulled out of the $500,000 (no new money) and used at the front end of the project in order to get more value at the detailed end.

Commissioner Peter McCrea stated that the one group Mr. Sklar did not talk about is the planning group at Muni.

Mr. Sklar replied that there is a question as to where this group goes. They are talented, and the long term planning team essentially is that group. The question is whether to bring them up for overall corporate planning or keep them with Muni.

Commissioner John M. Sanger commented that if there were a planning group at the PUC staff level, he would assume it would be segregated into those sections dealing with different functions, as there is little relationship except in methodology.

Mr. Sklar said that most of the long term planning would probably be for Muni. Eighty to ninety percent of the support activities tie around Muni's operations in terms of dollar volume and everything else. The Water and Hetch Hetchy Departments are essentially stable and mature organizations, with Hetch Hetchy only having the future question of expansion. There possibly would be no long term planners per se for Water and Hetch Hetchy Departments. Use could be made of the Muni planning group, as they have the ability to think, plan and research, to look at these two (2) operations.

Responding to a question from Commissioner Sanger, Mr. Sklar said his preference would be to have the planning group at the top with him, as it would give him a group of people to help him keep an eye to the future.

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Resolution No. 79-0182--Authorizing bid call for HH Contract No. 551R for Richmond Substation, Equipment Installation and Related Building Alterations. Estimated Cost: $450,000.

Commissioner Sanger asked if this is a mistake, as the bids were rejected last time because the engineer's estimate was so low. He asked if it has now been discovered that the engineer's estimate was wrong.

Mr. Moore replied that the estimate was updated, but is still below the low bid.

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ITEM NO. 7(e)--Authorizing bid call for WD Contract No. 1770 for the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal year Ending June 30, 1980. Estimated Cost: $862,450.

Commissioner H. Welton Flynn noted that this is an on-going contract. He asked what the Water Department paid for this item for the last fiscal year and how many "holes" were covered.

Paul Matsumura, Principal Engineer, Water Department, replied that bids were taken last year on just about the same quantity, and the estimated cost was roughly $800,000. Not all of that amount has been spent, he said.

Commissioner Flynn asked if he knew how many openings there were.

Mr. Matsumura said he did not know--that these are on encumbrance requests.

Commissioner Flynn commented that Mr. Matsumura said not all of the money had been spent. He asked what amount of holes were covered for the amount of money spent. Commissioner Flynn said he has raised this question practically every year. He would like to know how many holes were covered last year, and the actual cost.

Mr. Matsumura said there was not as much work for the Department during the past year as is normally the case. Consequently the use of this item was less than in previous years.

Commissioner Flynn asked why more money was needed this year.

Mr. Matsumura said the Water Department expects more activity during the coming fiscal year, and this is based on the same quantity as estimated last year.

President Pilcher directed that a report be submitted on this item at the PUC meeting of May 22, 1979, and that the item be removed from the Consent Calendar and continued to that meeting.

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Resolution No. 79-0188--Approving supplemental appropriation in the amount of $80,000 to provide for litigation expense, and for a Regional Transit Association program of public information and transit system demonstration.

Mr. Fred Perry of CAPTrans inquired about the Regional Transit Association program of public information and transit system demonstration.

President Pilcher explained that the Commission has agreed with the Rogional Transit Association to do a study to establish the RTA as a legal entity and to contribute to that. This is a mandatory expenditure of funds. A.C. Transit, the Golden Gate Highway and Bridge District, BART, SAMTrans, and Santa Clara Transit will also provide match funds to implement a total program of approximately $900,000 over a 2-year period. RTA has also submitted a flow chart which has to do with overall regional coordination and planning. The program will be in effect for an integrated public information and transit support demonstration. It is felt that $30,000 of the $80,000 is a small amount to spend for that program.

The other amount is for a litigation expense fund. It has been found that by spending a small amount of money a lot can be saved. For example, last year in excess of $200,000 was spent to defend the Municipal Railway from suits. By spending that amount of money, Muni's claims costs dropped for a 5-year average of $3.8 million to $2.2 million. Muni was not given that much money this year, and the Commission is going back to the Board of Supervisors and asking them to give Muni an additional $50,000 in order to continue to keep claims costs down.

ITEM NO. 9--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to execute and approximate 1.22 acre Revocable Land Use Permit to Raymond A. Feichtmeir for parking and landscaping purposes for certain Water Department property located in Santa Clara County, commencing April 1, 1979, at a monthly permit fee of $320 plus reimbursement of taxes and assessments, and further subject to permit fee review and adjustment every three (3) years if not sooner revoked.

Commissioner Sanger asked if the property is already prepared and paved for parking purposes.

Mr. Matsumura replied that he would think it is.

Commissioner Sanger asked why there was a discount of 50 percent.

Mr. Matsumura answered that there is a pipeline in the right-of-way, and the Water Department may have to maintain it.

Commissioner Sanger said that the permittee should already have amortized that investment since they only have a 3-year permit in the first place. He questioned whether or not the Commission should discount 50 percent when they are not involved in new construction.

Mr. Matsumura commented that this is the normal procedure.

Commissioner Sanger stated that normally there is some Real Estate Department advice on the matter. He said he considers that absurdly low fees are charged for land uses which are obviously highly valuable. He said he could not see any justification for charging less than market value when the facilities required are already installed and in use for a period of 9 years.

Dr. Christensen stated that he believed that the Real Estate Department did make its appraisal which was based on the normal capitalization and value, and then the discount was made due to the location of the pipeline.

Commissioner McCrea suggested taking the item off calendar.

Commissioner Sanger said he would like a map identifying the adjacent land uses.

President Pilcher directed that the item be taken off calendar.

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ITEM NO. 10--Discussion of the "No Fare, No Ride" policy inaugurated on January 8, 1979.

Mr. Green submitted a chart showing comparable periods of January to April, 1978; and January to April, 1979. It is felt that the program has been a success, he said, and it is recommended that it be continued. This is based on the fact that in the first period 43 people were asked about a proper fare, and in the second period, after initiation of the program, 203 people were questioned about the proper fare. In terms of cash flow there was a $500,000 increase in the second period.

Commissioner Henning asked if that is Mr. Green's definition of an altercation, and Mr. Green replied, "Yes".

Mr. Green said it can not be stated that all of the increase in cash is attributed to the challenge, but certainly the challenge does have an effect. On that basis it is a success, and continuation of the policy is recommended.

Commissioner McCrea asked about the feeling of the union.

Mr. John T. Squire, President, TWU Local 250-A, said that from January 8, 1979, until April 9, 1979, there were 19 assaults, 4 of which were directly attributable to the "no fare, no ride" policy. He said the union needs protection for the operators, and that the policy has created more problems than it has solved. More operators have been abused physically or verbally. He said, however, that the union is not opposed to collecting fares.

Commissioner McCrea commented that the union was an active supporter and advocate of the program when it was initiated.

Mr. Squire said he was not in the office at that time. He said the union is not opposing the program but is asking for protection.

President Pilcher said that every driver she has questioned has been delighted with the program, and that they feel they are getting some backing for a change. They said that no one should have a free ride. She said she has yet to hear any driver make a complaint about the program.

Commissioner Sanger commented that the success would be even greater were there some increase in vigilance on the part of the drivers. He said even on the relatively light line which he rides frequently, the lack of observation of either transfers or fare deposits or fast passes is present.

Responding to a question from Commissioner Flynn, Mr. Green said a report will be made again in 90 days.

Mr. Fred Perry said he would like to join those who support the continuation of the policy. He said he would like to see police personnel on buses.

THEREUPON THE MEETING ADJOURNED: 2:55 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

SPECIAL MEETING

Room 282, City Hall

3:00 P.M.

May 14, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 3:07 P.M.

Present: President Claire C. Pilcher, Commissioners H. Welton Flynn, John M. Sanger

Absent: Vice President Peter McCrea, Commissioner John F. Henning, Jr.

Discussion preceding adoption of resolution is attached.

RESOLUTION NO.

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0194 W Authorizing bid call for WD Contract No. 1770 for the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1980. Estimated Cost: $862,450. (Continued from the meeting of May 8, 1979)

Vote: Ayes-Pilcher, Flynn, Sanger

Copies of the above resolution is on file in the office of the Secretary of the Public Utilities Commission.

President Claire C. Pilcher stated that this special meeting was being held because Commissioner H. Welton Flynn had some questions concerning this item at the PUC meeting of May 8, 1979.

Commissioner Flynn stated he wished to know the cost and the number of openings in prior years. He said that Mr. Paul Matsumura, Principal Engineer, Water Department, also stated at the meeting of May 8, 1979, that all of the money had not been used for the prior year.

Commissioner Flynn said he now understands why some money was unused during the prior year, as he has discussed the matter with Mr. Eugene J. Kelleher, General Manager and Chief Engineer, San Francisco Water Department.

Now, he said, he would like to know if this bid call is satisfactory.

Mr. Kelleher replied that the bid call is a good one, as the Water Department expects to have all plumber jobs filled, and will be operating in a normal manner.

Commissioner John M. Sanger asked what the implication was.

Commissioner Flynn explained that the engineer's estimate for the bid call for fiscal year 1979-1980 is $862,450, which may be unrealistic.

Mr. Kelleher said this is a 9 percent increase over the previous year, and the quantities were reduced.

Commissioner Flynn said his earlier question was how much higher was this engineer's estimate of $862,450 than that for the prior year. He said it is now reported that the estimate for the prior year was $791,400. A memorandum sent to the Commission from Mr. Kelleher now reveals that all of the money was not used for the past two years, such as in the most recent year by about $151,000. It is stated that the Department will use it next year, and Commissioner Flynn said he is wondering if this is a realistic bid estimate.

Mr. Kelleher said it is a 9 percent in dollars. The actual construction cost is estimated at an increase of 14 percent. The quantities have been cut down throughout the contract.

Commissioner Sanger commented that Commissioner Flynn is making reference to the fact that much less has been spent than was included in the previous two bids. Therefore, the question is why is such a high amount estimated for this coming fiscal year.

Mr. Kelleher explained that construction during the present year of 1978-1979 has been below normal. In 1977-1978 the Water Department was only below the estimate by $32,000.

Commissioner Sanger said the increase from two years ago is approximately 20 percent.

Mr. Kelleher explained that most of that is for cost of paving.

Commissioner Sanger said he did not understand in the explanation how the availability of plumbers and helpers affected repaving. He asked if this has to do with main replacement.

Mr. Kelleher replied that this has to do with any work the Water Department itself does, such as maintenance, and installing services. The Department has $1.1 million in service renewals.

Commissioner Sanger asked what the Department did not do that reduced the payments.

Mr. Kelleher said gate valves were not repaired, and two contracts for service renewals were put to bid because the Department did not have sufficient manpower to handle them. That paving would have gone against service renewals in this contract. Now it will go against regular service renewal contracts.

Commissioner Sanger noted that the cost per opening has actually gone down.

Mr. Kelleher stated that the cost per opening is only an indication. It would depend on the size of the main breaks. He said there have been more main breaks this year than in any prior year, yet the total associated repaving costs is less, as the main breaks have been smaller.

Responding to a question from Commissioner Flynn, Mr. Kelleher stated the estimate could be high for 1979-1980, but it is necessary to allow a little lee-way.

Commissioner Flynn asked if the monies not used in prior years would be surpluses.

Mr. Kelleher replied that those monies will go to unappropriated funds.

Commissioner Flynn said he has no problems with the proposed resolution.

On motion of Commissioner Sanger, seconded by Commissioner Flynn, Resolution No. 79-0194 was unanimously adopted.

THEREUPON THE MEETING ADJOURNED: 3:12 P.M.

ROMAINE A. SMITH

SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

May 22, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:07 P.M.

Present: President Claire C. Pilcher, H. Welton Flynn, John F. Henning, Jr., John M. Sanger

Absent: Vice President Peter McCrea

The minutes of the special meetings of May 4, 1979 and May 14, 1979 were approved.

The minutes of the regular meeting of May 8, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0195 HH Awarding BLH&P Contract No. 197 for Maintenance and Repair of City-owned Street Lighting System, Fiscal Year 1979-1980 to Lease-Lite Corporation, San Francisco, California in the amount of $210,872.62.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0196 HH Awarding BLH&P Contract No. 196 for Scheduled Relamping of City-owned Street Lighting System, Fiscal Year 1979-1980 to Lease-Lite Corporation, San Francisco, California in the amount of $56,232.21.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0197 HH Authorizing bid call for HH Contract No. 577 for Oakdale Portal Sand Trap. Estimated Cost: $36,000.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0198 HH Accepting as satisfactorily completed work under HH Contract No. 524- K Line Streetcar Overhead System, Conversion for Pantograph Operation; approving credit modification of $2,101.49; and authorizing final payment of $34,530.85 to Amelco Electric, Contractor. (Power Improvement Program/ Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0199 HH Requesting the Controller to approve a transfer of funds in the amount of $25,000 to fund Workers' Compensation costs for the balance of the current fiscal year.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0200 HH Approving supplemental appropriation, amount $6,980, to provide funds for fringe benefits agreed to in meet and confer sessions with the Board of Supervisors.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0201 W Accepting as satisfactorily completed work under WD Contract No. 1640-Renovation of Crystal Springs Pump Station; authorizing the Acting General Manager of Public Utilities to execute an agreement of non-prejudice; approving credit modification of $22,675.07; approving authorized deduction of $3,000 for pump shutdown; and authorizing final payment of $77,971.29 to Dalzell Corporation, Contractor.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0202 W Requesting the Controller to approve a transfer of funds in the amount of $270,000 for operational necessities for the balance of the current fiscal year.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0203 W Approving supplemental appropriation, amount $19,617, to provide funds for fringe benefits agreed to in meet and confer sessions with the Board of Supervisors.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0204 W Requesting the Controller to draw warrant in favor of Alfred M. Miller, Trustee, in the amount of $3,131.76 in settlement of claim against the San Francisco Water Department arising from damage to claimant's property by service leak on March 15, 1978, at 695 Bryant Street, San Francisco.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0205 M Authorizing bid call for Contract No. MR-628-Twin Peaks and Sunset Tunnels, Construction of Firefighting Facilities. Estimated Cost: $560,000. (Transit Improvement Program

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0206 M Accepting as satisfactorily completed work under Contract No. MR-644- M-Line Track Extension, Power Facilities and Sewer Replacement and Enlargement, Broad Street and San Jose Avenue; approving credit modification of $7,277.90; approving execution of agreement of non-prejudice; and authorizing final payment of $67,986.11 to Homer J. Olsen, Inc., Contractor. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0207 M Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $9,431.21, month of April, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0208 M Approving payment of claims, amount $69,644.28, from Municipal Railway revolving fund, month of April, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0193 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $156,276.24.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0209 PUCC Approving supplemental appropriation, amount $10,060, to provide funds for fringe benefits agreed to in meet and confer sessions with the Board of Supervisors.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0210 GO Confirming transfer of funds under $10,000 and allotment requests, submitted by departments under PUC jurisdiction during the third quarter 1978-79, totalling $5,821,768.50.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0211 HH Authorizing the City Attorney to engage the services of a real estate appraiser as an expert witness in preparation and presentation of expert testimony before the State Board of Equalization concerning real property assessments in Tuolumne County; and requesting the Controller to transfer funds in the amount of $25,000 to cover the cost of the services of a real estate appraiser.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Sanger, the following resolution was adopted:

79-0212 W Approving a negotiated increase in royalty price per ton of quarry products removed from Water Department land leased to Santa Clara Sand and Gravel Company; and authorizing negotiation with Santa Clara Sand and Gravel Company to investigate whether City's best interest would be served by modifying or amending the present lease to provide for an alternate reclamation use of the quarry; and authorizing a 6 month's extension for the completion of Phase I of recreational development from July 1, 1979 to December 1, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0213 W Approving supplemental appropriation, amount $1,336 to reflect the deletion of 9 positions and the creation of 9 positions as of July 1, 1979; and requesting the Civil Service Commission to "flag" the positions of 1470 Assistant Services & Supply Supervisor, 1670 Consumer Accounts Supervisor and 4366 Collections Supervisor for deletion when the incumbents in the above-named positions vacate those positions, for an additional savings of $62,008.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

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Commissioner Henning excused from meeting

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0214 M Authorizing reimbursement of the sum of $565.91 to Deputy City Attorney Daniel E. Collins, for expenses incurred in a trip to Providence and Warwick, Rhode Island, to take depositions in the case of Barbara Anderson v. CCSF, Superior Court No. 728-228.

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0215 M Authorizing the San Francisco Municipal Railway Improvement Corporation to approve and execute Contract Modification No. 13 to Contract No. MR-588- Subway Signal System in the total amount of $276,293. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger

[illegible]

79-0313 [illegible]

[illegible]

Vote: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

79-0312 A

[illegible]

Vote: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

79-0311 A

[illegible]

Vote: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

79-0310 A

[illegible]

Vote: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

79-0313 A

[illegible]

Vote: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0216 M Approving Contract Change Agreement No. 27 at no change in contract price, to change the contract terms to agree with the City Charter; and requesting the San Francisco Municipal Railway Improvement Corporation to approve and execute Contract Change Agreement No. 27, under Contract No. MR-609- Muni Metro Rail Center. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0217 M Approving the execution of Amendment No. 1 to the Professional Services Agreement between City and Consul Ltd. in the amount of $22,660.11 to provide funds for the completion of COMPAK Project No. V, Communication and Surveillance Equipment. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0218 M Directing the Municipal Railway Planning Department to participate in regional computerized book loan program with other Bay Area transit operators, under an agreement with Boeing Computer Services, until June, 1980 at a maximum cost of $1,500.

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0219 M Authorizing the staff of the Municipal Railway to advertise and circulate a Request for Proposals for consultant assistance involving planning and preliminary engineering studies for extension of the MUNI-METRO service from the foot of Market Street to the Southern Pacific Depot at Fourth and Townsend Streets; and directing staff to amend the RFP to include consideration of the entire E-Embarcadero rail line as described in the Muni 5-Year Plan 1979-84.

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0220 M Requesting the Board of Supervisors to authorize the Commission, acting through the General Manager of Public Utilities, to execute and file a grant application with the California Department of Transportation, pursuant to SB 1879, and to accept grants in aid to fund the engineering, planning and design for improved passenger interface between the Municipal Railway and the Golden Gate Ferry System at the new Ferry Terminal in San Francisco.

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0221 GO Approving amendment to Arthur Andersen and Company contract to provide for reorganization and restructuring of PUC departments, in the amount of $40,000 from the TDA allocation provided to fund the basic management contract.

Vote: Ayes-Pilcher, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0222 GO Authorizing and directing John M. Christensen, Jr., Assistant General Manager, Finance, Public Utilities, to serve as Acting General Manager of Public Utilities in the absence of Richard Sklar, General Manager of Public Utilities for the period June 7, 1979 through July 1, 1979, or the return of the General Manager, whichever is sooner.

Vote: Ayes-Pilcher, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Richard Sklar
MUNI- Equipment Maintenance

Equipment maintenance, under Frank Baggetta, Transit Equipment Supervisor, has improved week by week. On May 17 and 18, 1979, there were no missed runs in the diesel, trolley coach and cable car divisions. The streetcar division missed only 10 runs instead of the usual 17 or 20.

Operations

There is continued operator absenteeism at excessive rates. Mr. Sklar and MUNI staff are working on this as one of the high priorities for the next 3 months.

Once the operator is on the street there is the problem of the vehicle being off schedule and bunched with others. One of the reasons for this situation is inadequate supervisory staffing.

Muni-Metro Start-up

O'Brien-Kreitzberg & Associates, Inc., has nearly completed the network drafting. There are 4 or 5 critical items that must be accomplished in order to go into revenue service early in 1980.

Other Capital Works Projects

Mr. Sklar said the priority of each capital work project is being reviewed. A 5-Year capital priority plan will be submitted to the Commission in a manner that will relate logically to system service.

Transit Safety

In meeting with the Mayor and Police Chief regarding operating personnel, it has been agreed that a fully funded ad valorem and CETA-based 125-person transit force will be maintained at that level from October 1, 1979, onward. Two new classes are now being added from the Police Academy. Operations and safety personnel are meeting with the Police Chief on a biweekly basis.

Labor Negotiations 1979-1980

Staff will be commencing labor negotiations with the TWU again as close to July 1, 1979, as possible. The key item will be to obtain the right to have part time drivers. This is happening across the country with magnificent benefits to a number of other systems.

Passenger Demand

Mr. Sklar stated that his report, dictated May 19, 1979, is already obsolete. Increases in fare levels over one year ago are 16 to 22 percent, not 12 to 14 percent.

Special PUC Meeting

Ms. Romaine A. Smith, Administrative Secretary, PUC, stated that a special meeting has been scheduled for presentation of "Financial Strategies for the San Francisco Municipal Railway" by Gruen Gruen & Associates for May 29, 1979, at 2:00 p.m. in Room 282, City Hall.

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President Pilcher asked when the Commission will hear the handicapped access report.

Mr. Sklar replied that he has asked Lyle Peterson, Coordinator of Elderly and Handicapped Programs, to report back to him when conflicting views have been resolved.

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President Pilcher stated that she receive a notice of a meeting of Cable Car Friends stating that Chin and Hensolt have decided they will close down the cable car system for 24 months beginning next year.

Mr. Sklar commented that he has not received any report to that effect. He said the entire question of capital projects, including cable car renovation, is "up in the air", and there is no way that the system can be closed down for 2 years. A system has to be found that will close it down for a 10 or 11 month period.

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Commissioner John M. Sanger commented that there is a footnote on the Muni Metro Task Force report that operator training is being re-evaluated (training is temporarily suspended).

Mr. Sklar explained that there are 2 major critical areas to get Muni Metro into operation. One is completion of the signalling and communications system. The second is training.

Farrel Schell, Director, Muni Metro Task Force, determined that the training performance was poor, and it is being re-evaluated. He said there are enough trained operators to run the K-Line, and that this line is going into revenue service on June 1, 1979, a month ahead of schedule.

Mr. Sklar added that Line 92 will be discontinued at the same time.

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Commissioner Sanger commented that in the Muni monthly report one of the most noticeable items, along with the increase in passengers, is the almost unbelievable increase in a combination of information calls, complaints, reports, and the percentages of such calls that Muni is losing. Information calls lost were up 265 percent, he said, and asked if there is understaffing.

Mr. Curtis E. Green, General Manager, Municpal Railway, replied that with more equipment on the street and more people riding Muni due to the gas shortage, there are more calls. Muni has the same number of people handling these calls- 20.

Mr. Sklar added that this is one of the departments which should be "beefed up", and made a part of the public services group under the Bureau of Administration.

Mr. Sklar said a vast number of calls are being received about inadequate service on some of the most heavily used lines, such as the 38-Geary. Muni is making every run, and mostly on time, but the demand on that line is not close to being served. The same is true of the 47 line and other heavily used lines.

Responding to questions by President Pilcher and Commissioner Sanger, Mr. Green said transit officers are being used to keep gas lines from interferring with Muni when necessary. Regular police are unable at times to respond immediately.

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INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner Sanger asked if the Water Department is investigating methods for granting rate rebates to elderly or low income people. He said the Board of Supervisors was told during rate reviews that the Water Department would make such an investigation.

Eugene J. Kelleher, General Manager and Chief Engineer, Water Department, said he thought this referred to when the rates were adjusted in the future.

Commissioner Sanger said the Board of Supervisors requested this within a reasonable period of time, and a report should be made available to them within the next 3 or 4 months on what alternatives are available and what the problems are in implementation.

Mr. Kelleher said this matter was investigated by consultants, and can be "brought out" again.

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Resolution No. 79-0211--Authorizing the City Attorney to engage the services of a real estate appraiser as an expert witness in preparation and presentation of expert testimony before the State Board of Equalization concerning real property assessments in Tuolumne County; and requesting the Controller to transfer funds in the amount of $25,000 to cover the cost of the services of a real estate appraiser.

Commissioner Sanger asked for clarification of this item.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, explained that for the past year staff has been convinced that Hetch Hetchy properties in Tuolumne County are over assessed by Tuolumne County. Deputy City Attorney, John Dougherty has been investigating this matter with the State Board of Equalization.

Commissioner Sanger asked if the tax bill is still $220,000 after passage of Proposition 13.

Mr. Moore replied that Hetch Hetchy has already had roughly a $200,000 cut in the tax bill, but that does not affect the assessments.

Mr. Sklar explained that there is a potential savings of $50,000 per year that is well worth whatever risk is involved.

Commissioner Sanger said he did not understand the reference to Proposition 13.

Mr. Moore explained that the Legislature is now trying to solve a problem with respect to county properties assessed in another county. The question is whether they are to be assessed under the Phillips formula which dates back to 1967, or under the new Jarvis-Gann formula.

ITEM NO. 9--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to proceed with the enactment of a final and acceptable plan which is satisfactory to the respective agencies, for use of a portion of Water Department's Crystal Springs watershed property for construction of an access roadway to connect between State Highway Route 280 and Crestview Drive in San Carlos.

Commissioner Sanger commented that it appears the Water Department is opposed, and asked why it is being brought to the PUC for approval.

Mr. Kelleher stated that if the Commission does decide on an access roadway, and San Mateo County wishes to present its case, this would be the only acceptable way to approve it.

President Pilcher said she would be happy to vote it down now, and Commissioner Henning concurred.

Mr. Kelleher said San Mateo County requested that it be put over for 2 weeks, and the environmental groups were so notified.

President Pilcher asked if anyone in the audience was in favor of the roadway Several people in the audience said they were opposed to it.

Mr. Sklar suggested writing to San Mateo County that the concensus of the Commission, in the absence of overwhelming evidence to the contrary, would be to vote this item down; but if the County wishes a hearing the Commission will be happy to grant it.

President Pilcher directed that this item be put over for a month, and that Mr. Kelleher write them as suggested by Mr. Sklar.

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Resolution No. 79-0212--Approving a negotiated increase in royalty price per ton of quarry products removed from Water Department land leased to Santa Clara Sand and Gravel Company; and authorizing negotiation with Santa Clara Sand and Gravel Company to investigate whether City's best interest would be served by modifying or amending the present lease to provide for an alternate reclamation use of the quarry; and authorizing a 6 month's extension for the completion of Phase I of recreational development from July 1, 1979, to December 31, 1979.

Commissioner Sanger asked if the base year for any royalties under this lease was 1960, and if the royalty price was then established and if this price was re-established as the governing rate in 1968.

Mr. Kelleher explained that the original lease did not have a provision for adjustment in the royalty rate.

Commissioner Sanger commented that the actual rate is 17.6¢ per ton, which was first established in 1960, and then re-adopted as the rate in 1968, when the option for later renegotiation was adopted. He asked why 1968 is used as the base year to compute the increase in quarry products price level, and for use in consumer price index in order to establish the appropraite rate.

Mr. Richard Tanaka, Manager, Agriculture and Land Division, Water Department, explained that the 1968 lease involved a reclamation, whereas the original lease in 1960 was restricted to gravel harvest, and did not involve any reclamation use, and there would not be any money set aside for development of the recreational facilities.

Commissioner Sanger asked what the lessee was obligated to do under the 1968 lease after quarrying the area.

Mr. Tanaka replied that a hole was left in the ground, and the depth of the extraction was not 40 feet, as under the present lease, but was about 25 feet.

Commissioner Sanger noted that according to the 1968 lease lessee was to complete Phase I of the reclamation plan in 1974. He asked what justification is presented for not having completed Phase I.

Mr. Kelleher explained that there was a cave-in on adjacent property. There was a justification when the lease was modified in 1978, and the Commission did extend the time until July 1, 1979, for completion.

He added that from what he has seen no reclamation development can be completed by July 1, 1979. If the Commission does not approve the extension it will be a default on the lease.

Commissioner Sanger stated that lessee's pattern indicates no intent of ever doing any reclamation to comply with the lease agreement.

Mr. Kelleher said this is a concern, as staff has been advised by the City Attorney that under a new State law the Water Department could be responsible to complete it.

Commissioner Sanger asked why the Commission should extend the lease and agree to the new terms.

Mr. Kelleher explained that Alameda County has disapproved the plan originally approved by the Commission. If the lessee were to develop the reclamation now, it would not be acceptable; and Alameda County would shut it down. It will be necessary for lessee to get a new permit within the next 6 months, with approval by Alameda County and the PUC. The lease must be extended for 6 months to resolve that problem. At the end of 6 months, through negotiations, a method will have to be set up to insure that it is accomplished.

Commissioner Sanger commented that the time for completion of Phase I is being extended, but the royalties are also being re-negotiated.

Mr. Kelleher explained that royalties are being renegotiated in terms of the existing lease.

Commissioner Sanger asked McMorris M. Dow. Utilities General Counsel, "If it is considered that lessee is presently or on an anticipatory basis in breach of the lease agreement, and Commission acts to forgive the breach by renegotiating the rates, does this action cure the breach".

Mr. Dow replied that the only breach is failure to have Phase I of the reclamation plan completed. Under this agreement the Commission would be extending by 6 months the time for lessee to complete a reclamation plan that is acceptable.

Mr. Sklar asked if this would correct lessee's earlier total breach of non-performance, by establishing new standards called "get your house in order" by December 31, 1979.

Mr. Dow replied affirmatively.

Mr. Sklar commented that by December 31, 1979, all that lessee would be in breach of would be delivery of an approved plan. No execution is required.

Commissioner H. Welton Flynn asked how much money the Water Department would receive by getting the royalties during the extension period.

Mr. Tanaka replied that from August 1, 1978 to March, 1979, the additional royalty described in the amendment would be about $46,000.

Mr. Sklar said he has suggested that when staff comes to the PUC with an item concerning sale of non-regular products that comparative data be given. In this case the answer might be a description of the retail price of the products from the quarries in the area to the contractors or cement companies, to give a fair indication as to what lessee is gaining. He said he would be interested in seeing the royalty tied to the retail or wholesale price of the lessee to the general public or the contracting community.

Commissioner Sanger said the Department has a lessee, and has had other lessees, in breach of lease agreements over an extended period of time. There is the alternative to terminate the lease and go out to bid.

Mr. Kelleher said this could be done on July 1, 1979, as the lessee is not in breach now.

Mr. Critchfield, the attorney representing Santa Clara Sand and Gravel Company, said it is impossible to finish Phase I at the present time because part way through construction and removal of gravel the channel was changed. The area where the channel was changed prevents lessee from putting in the pond for Phase I. Lessee has had bids on Phase I, which is putting in lavatories, picnic tables and a parking lot. If pressed, this could be done by July 1, 1979, but it would not be of any benefit to the City. Lessee wants additional time until December 31. Regarding the retroactive increase lessee feels it is reasonable. Lessee has been a good tenant and wishes to continue to be a good tenant, and $46,000 is a substantial sum.

President Pilcher asked why completion of Phase I by July 1, 1979 would not be of benefit to the City.

Mr. Critchfield replied that it would not be of benefit because the City would share in the revenue from Phase I, and lessee does not think there would be any revenue from Phase I. Phase I is the southern portion of the property and gravel is still being removed from there, and there would be hazards to the City and to lessee in operating a recreational facility right next to the quarry.

Commissioner Sanger asked the estimated cost of Phase I, and Mr. Critchfield said it would be about $36,000. He said the lake can not be created until all the gravel is removed. The picnic tables, lavatories, and parking lot can be constructed.

Mr. Sklar suggested that the lease royalty rate also be for 6 months, until December 31, 1979, and that the rate thereafter be negotiated.

Mr. Critchfield said lessee would agree, and will adjust the rate to the price of the product.

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ITEM NO. 12--Approving supplemental appropriation, amount $9,000,000 from 1972 Municipal Water System Bond Fund, for Construction of San Andreas Pipeline No. 3, Rehabilitation of Transmission Pipelines, and Construction of Crystal Springs Pipeline No. 3.

Commissioner Sanger asked as to the total amount left in the bond fund, and Mr. Kelleher replied there is $14,220,000 left.

Commissioner Sanger asked if Commission has to see the EIR before acting on this item.

Following discussion between Commission and staff regarding the correct EIR procedure, Mr. Sklar suggested that Mr. Lynn Pio, Transit Environmental Coordinator, be asked to come up with a set of procedures.

President Pilcher directed that this item be taken off calendar.

3:00 P.M. Commissioner Henning was excused from the meeting.

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ITEM NO. 14--Approving an "honor system" policy of fare collection from handicapped travelers using station elevators to enter Muni Metro subway stations.

President Pilcher stated that because of the absence of a Commissioner participating in the elderly and handicapped study this item should be continued to the PUC meeting of June 12, 1979.

This was the order.

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Resolution No. 79-0215--Authorizing the San Francisco Municipal Railway Improvement Corporation to approve and execute Contract Modification No. 13 to Contract No. MR-588- Subway Signal System- in the total amount of $276,293.

Commissioner Sanger questioned moving the computer to West Portal Station from Embarcadero Station; and Dr. John M. Christensen, Jr., Assistant General Manager, Finance, explained the move would shorten 1,000 connections to the West Portal control center display board-- a money saving move. Originally the computer was to be located at West Portal, but because of the delay in completion of the signal system it was installed at Embarcadero Station. More efficient and economical operation makes the move advisable.

Mr. Sklar added that 80 percent of the $158,625 is to buy hardware and software to run the program in the computer, regardless of location.

Responding to a question from Mr. Sklar, Mr. Rino Bei, Program Manager, Transit Improvement Program, said this system will be monitoring only in the tunnel.

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Approving Contract Change Agreement No. 27 at no change in contract price, to change the contract terms to agree with the City Charter; and requesting the SFMRIC to approve and execute Contract Change Agreement No. 27 under Contract No. MR-609-Muni Metro Rail Center.

Mr. Sklar explained that the resolution makes this contract conform to Charter language dealing with payment to the contractor for items not in dispute. The contract is already change order approved at 10 percent above budget. The contractor has a claim of about $3 million coming. Mr. Sklar said he has asked Mr. Moore to intervene in the dispute and to act as an impartial referee so that this can hopefully be settled by appropriate mediation.

Commissioner Flynn asked if Muni has claims against the contractor; and Dr. Christensen replied that Muni has claims against the contractor and IECO, the designer.

Mr. McMorris M. Dow, said City is in litigation with the contractor. The reasons for paying are valid,and would avoid payment of interest.

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Resolution No. 79-0217--Approving the execution of Amendment No. 1 to the Professional Services Agreement between City and Consul, Ltd. in the amount of $22,660.11 to provide funds for the completion of COMPAK Project No. V, Communication and Surveillance Equipment.

Commissioner Sanger stated he understood that the Contract was awarded to Consul because this firm came in originally at a substantially lower bid than Muni had been able to receive on a prior bid invitation. Now they are asking for an increase. He asked, "What is the current total maximum and its relationship to the original one which was rejected?"

Mr. Bei explained that bids are not taken on professional services contracts. Quotations are received, which are a part of the evaluation process. Consul was third.

Mr. Sklar stated that a contract was put out. Contractors were allowed to bid on a single package. The bids were high and were rejected, and the contract was re-bid. Consul is the consultant on design and did the work on the rebid.

Mr. Bei said Consul in doing the work again saved $700,000 on the rebid.

Resolution No. 79-0218--Directing the Municipal Railway Planning Department to participate in a regional computerized book loan program with other Bay Area transit operators, under an agreement with Boeing Computer Services, until June, 1980 at a maximum cost of $1500.

President Pilcher said the item was unclear.

Mr. Sklar explained that MTC has been allowed to identify documents which exist at all the transit companies, put them in their computer, and then sell "lending library" services to the transit properties in the area. The $1500 is a revolving book loan fund which the Planning Department can use on a fee-for-service basis. This pays for the use of the computer service, and may cost $500 per year.

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Resolution No. 79-0219--Authorizing the staff of Muni to advertise and circulate an RFP for consultant assistance involving planning and preliminary engineering studies for extension of the Muni-Metro service from the foot of Market to the Southern Pacific Depot at 4th and Townsend Streets, and directing staff to amend the RFP to include consideration of the entire "E-Embarcadero" rail line as described in the Muni 5-Year Plan 1979-1984.

Commissioner Sanger asked when the northern waterfront rail line is going to be considered, as it bears a relationship to the southern portion.

Mr. Peter Straus of the Muni Planning Department stated that the specific project is authorized under legislation which deals with interfaces between transit modes. It was felt the northern portion could not be included in that study, but it is being pursued independently at the staff level. He said, however, that the funds being made available come from gas tax spill-over funds. Because of increases in the price of gasoline there will be a sizeable sum available in Phase III SB 1879 funding. Staff intends to investigate a number of additional applications.

Commissioner Sanger stated that this is effectively pre-judging the correct phasing of the line changes as well as the study.

Mr. Sklar commented that this project, along with all others, is being reviewed for fixing capital projects priorities. Mr. Sklar said his preference would be not to go out with the RFP until review is finished. This is a case where what is done is determined by grant funds available. The E-line may move ahead of this project. Mr. Straus, he said, is concerned that if Muni does not do something the State may withdraw its money.

Commissioner Sanger pointed out that the PUC has made a strong commitment concerning the northern waterfront and the S.P. extension. He said he does not wish to hold up the RFP. He said he would rather see the entire thing in one package, as it makes a sensible study.

Dr. Christensen commented that the law specifically refers to the extension from the Embarcadero to S.P. Depot, but there is $1 million appropriated and this study is only $300,000. The object would be to have the language of SB 1879 changed so the funds could be utilized for additional design work. Additional funds have been requested for construction.

Mr. Sklar suggested stating that as part of the project supplemental funds are needed for including in the work plan examination of the northern portion of the E-Line, which is to be included in the RFP.

With this modification, Commissioner Sanger moved, Commissioner Flynn seconded, and the Commission unanimously adopted Resolution No. 79-0219.

ITEM NO. 21--Approving the disbanding of the Bureaus of Personnel and Training, Accounts, Public Service, and Safety; and the creation of the Bureaus of Engineering and Construction Management, Financial Management, Administration, Performance Monitoring and Information Systems.

Mr. Sklar stated he strongly advocates restructuring the PUC to provide integrated staff functions, and urges speedy approval of the concept since implementation will not occur overnight, but can at least get started. Initial conversations have been held with Civil Service, and they are highly supportive of the concept and are eager to work with the PUC on implementation. He said he is confident of the approval of the Board of Supervisors since there will be increased services with no increase in money, and in some cases actual return of budgetary funds.

President Pilcher asked for comments from the department heads.

Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power commented that the order of statements calls for disbanding existing agencies and creating new agencies. He said the new agencies should be created, and then the old ones should be disbanded. He said he understands that the plan is creation of bureaus without any commitment as to how the various positions will be staffed.

Mr. Sklar explained that the Commission asked that he not deal with individuals.

Commissioner Flynn asked that Mr. Sklar not "get that far right now".

Mr. Curtis E. Green, said he believes that a strong General Manager of Public Utilities will do a great deal toward making the reorganization successful. He said Muni should have a small engineering section for cable car work and day-to-day engineering functions. Also, he said, the handicapped and elderly program should be at Muni.

Regarding a small engineering section at Muni, Mr. Sklar said he would leave to the individual ultimately appointed and approved by the Commission as head of the facilities engineering group, along with each manager, a determination as to what if any technical support remains within the department.

Commissioner Sanger said a distinction should be made between engineering as associated with major capital projects and day-to-day maintenance.

Mr. Sklar replied that "fixing" will all be done at Muni; fixing valves, etc. will rest with the Water Department; fixing lines will remain with Hetch Hetchy.

Mr. Green said he has been assured that systems safety, and training of operators will remain at Muni.

President Pilcher said that perhaps a more detailed chart is needed, so that things don't get "locked in".

Mr. Sklar replied he will try to do this, but that this proposal will only create bureaus. Things that do not work can be changed at any time.

President Pilcher stated that since this is a radical change, perhaps staff could come back in 6 months for a review of how things are going. She suggested that Ms. Romaine Smith, Secretary, could calendar such an item in 6 months or sooner if someone requests it.

Mr. Eugene J.Kelleher, General Manager and Chief Engineer, Water Department, questioned all of the engineering functions being taken out of the department. He said the department has a facility at the main yard in the City which does all of the engineering and inspection for construction of new mains, replacement of mains, center lining projects--everything but the larger projects inside San Francisco. These people work daily with the people in the operating division. They arrange for shut-downs, chlorination facilities, etc.

Also, he said, there are engineering people keeping records. There are engineers in the Land Engineering Division who keep all right-of-way records and property records. Moving these people to another area will involve problems. Access to those records is needed from the operating end.

Mr. Kelleher said the other problem is land management. He said he does not think for the good of the department, the revenue and operations functions will fit well under the Bureau of Administration. The only way that revenue will be increased is to get top flight people in that division. Mr. Richard Tanaka needs more help. There is now an unfilled vacancy approved by the PUC, for a right-of-way agent.

Commissioner Sanger said he thinks land holdings could justify a bureau in itself for land management and revenue production.

Mr. Kelleher said the Water Department has 31,000 acres that can be leased.

Commissioner Sanger asked why real estate is not under the Bureau of Financial Management.

Mr. Sklar said that both Hetch Hetchy and Muni are served by the City's Real Estate Department. He said that Mr. Kelleher, Mr. Wallace Wortman, Director of Property, and himself will confer and come back with a plan that makes the most sense.

Commissioner Sanger said he would like an option to look into a Bureau of Land Management. It is not only a financial matter, but a matter of watershed concerns,and environmental concerns. This has always been neglected he said, and comes up when leases are being considered, or when someone wants to put a roadway through the watershed. He said he does not think the Real Estate Department which deals with urban property, has the expertise to deal with the environmental characteristics of watershed lands.

Mr. Sklar suggested letting Mr. Moore, Mr. Kelleher and Mr. Wortman come back with recommendations. He said detailed make-up of each bureau does not require a PUC vote.

Mr. Kelleher stated that collections and revenue are to be under the Bureau of Finance, and he sees a trend to remove the entire Commercial Division or a portion of the Commercial Division to that operation, because it collects money and sends out bills. He said he does not think it will serve the Water Department and the customers any better. Service to the public--no water, service interruptions, flow tests, change in meters, taking service requests, and the actual operations that deal with pipes should not be split apart. These people are now supervised by one set of managers. If the 2 revenue sections are put into finance those people will report to finance and the rest of the people will report to the existing manager and his assistant. Billing and collection is an automatic process, put out by computer. Only exceptions are handled by personnel. When the bill is too high or too low the computer throws it out. The meter read is checked or a judgment made. The bill is then corrected and the computer sends it out. Because the Crocker Bank is making collections, the only problem is when a customer thinks the bill is too high. Mr. Kelleher said these functions should operate as a unit, and are the responsibility of the Water Department

Mr. Sklar said the Commission and staff are tying to do what Arthur Andersen is being asked to do--that is to look at how the functions are to be divided. There are 2 separate functions in the Commercial Division. One is the billing function, and the other is receiving customer complaints. He suggested that the Commercial Division operation be examined. An RFP has been issued to examine that process. That, coupled with Arthur Andersen's contract, should tell how functions should be divided.

President Pilcher asked what will happen to the person who is now the head of the Bureau of Personnel and Training.

Mr. Sklar replied that he will become an employee in the Personnel Section of the Bureau of Administration.

President Pilcher asked what will happen to his job classification, and Mr. Sklar replied that it is an exempt position and will disappear. Mr. Sklar said he can not tell what will happen to any individual, and President Pilcher said she was just using an example.

Mr. Sklar said Arthur Andersen and Company will define the job needs within the Personnel Section. Personnel functions will expand considerably. Civil Service is anxious for the PUC to take over all its own personnel functions. There will be job descriptions for all the employees, indentification of the number of people necessary, and their individual classifications.

Mr. George Newkirk, Contracts Compliance Officer, said he is concerned about affirmative action being under the Bureau of Administration. He said his office does more than just affirmative action. Four separate functions are performed, one being mandated by UMTA, which is the MBE Program. Administratively throughout the country and in private industry that office normally reports to the senior administrator of the organization.

Mr. Sklar said that affirmative action to him means all those aspects. He said he wants to expand that office to fill 2 vacancies, and Mr. Newkirk has been requested to get those 2 people. Mr. Sklar said he is committed to the affirmative action process, but he believes there should be a limited number of people reporting to any one individual, and that 7 units reporting to him is enough. He said he would have the affirmative action unit report to him if necessary.

Commissioner Sanger said it may be appropriate to have a Bureau of Energy Conservation devoted to energy conservation planning for the whole City.

Mr. Moore pointed out that an energy conservation task force is functioning under Mayor Dianne Feinstein. It consists of all City department heads. The mechanism has been set up, and there is a computer program which will monitor energy consumption of both gas and electricity in all City departments. Data will be mailed out monthly to the department heads, and they will be furnished energy audits. Mr. Moore said it should be an ad hoc activity until it is launched, and then someone is needed to keep an eye on it. This can be done by computer. If department heads do not meet goals, they will be notified by computer.

Dr. Christensen noted that the Mayor issued a letter today which provides the strongest stimulation for economy because it promises a department 50¢ back for every dollar that it saves.

Commissioner Flynn asked that this item be put over to May 29, 1979 as he said he is not prepared to vote at this time.

President Pilcher said that in view of the fact that Commissioners McCrea and Henning are absent, the item will be put over until May 29, 1979.

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Resolution No. 79-0221---Approving amendment to Arthur Andersen and Company contract to provide for reorganization and restructuring of PUC departments, in the amount of $40,000 from the TDA allocation provided to fund the basic management contract.

Responding to a question from Commissioner Sanger, Mr. Sklar said that $40,000 is the upper limit for 72 man-days.

Dr. Christensen said the $40,000 figure was reached after considerable negotiation. It was premised originally on 50 man-days, and it was patently impossible to do the work in that time. The senior partners and another person will be doing the work. He added that Arthur Andersen's overhead is approved at 151 percent.

THEREUPON THE MEETING ADJOURNED: 4:10 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

SPECIAL MEETING

Room 282, City Hall

2:00 P.M.

May 29, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

ACTING GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:10 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners John F. Henning, Jr., John M. Sanger

Absent: Commissioner H. Welton Flynn

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0223	M	Declaring an emergency for purposes of authorizing the design engineering work necessary to develop invitations for bid to install the communications and safety controls throughout the tunnels used by the Muni Metro. (Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Henning, Sanger
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0224	GO	Approving the disbanding of the bureaus of Personnel and Training, Accounts, Public Service and Safety; and the creation of the bureaus of Engineering and Construction Management, Financial Management, Administration, Performance Monitoring and Information Systems. (Continued from meeting of May 22, 1979)
		Vote: Ayes-Pilcher, McCrea, Henning, Sanger

REPORT OF THE ACTING GENERAL MANAGER- Richard Sklar
Cable Car Shaft

Mr. Sklar reported that on May 28, 1979, a cable machinerv shaft cracked and replacement will be a major undertaking. Tha shaft,13.5 inches in diameter and 18 teet long, was installed 14 years aqo. A meeting with D.W. Nicholson, Inc., the Contractor, who installed the last shaft, will be held at 4:00 p.m. today at the Cable Car Barn. Mr. Sklar said he has asked Al Engels, the head of Triple A shipyard, with expertise in this type of work to attend with his key personnel. The Cable Car system will be shut down until the shaft is replaced.

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Resolution No. 79-0223--Declaring an emergency for purpose of authorizing the design engineering work necessary to develop invitations for bid to install the Muni Metro communications and safety controls throughout the tunnels.

Mr. Sklar distributed to the Commission a report on half of the work project undertaken by O'Brien and Kreitzberg in the past 3 weeks to lay out a schedule for implementing Muni Metro into service.

He explained that the item on the critical path that will most retard implementing service is a series of 3 communication cables--one for emergency telephone, one for general communications, and one for the fire control system. All of these look as though they will not be completed until January, 1980. The schedule includes a series of PUC meetings, and there is an opportunity to compress the schedule in this regard. If so, Muni Metro should be able to get into service next year with the N-Line. It has been determined that Muni is understaffed and incapable of doing the design work. Mr. Sklar requested that the Commission declare an emergency and give the Muni Metro Task Force, Mr. Farrel Schell and Mr. Rino Bei the authority to hire persons with professional electrical engineering skills up to a total of $20,000 to get the 3 design packages completed so that the January schedule can hopefully be maintained.

Responding to a question from Commissioner Sanger, Mr. Sklar stated that the design work and bid documents are due to be completed between June 1 and July 15, 1979. By compressing administrative tasks to one month instead of two, it is hoped to enter simulated service by mid-November. Also, the communications cable (the main cable) has an 18-week delivery cycle. Unless the potential supplier has pre-ordered, that will pose an additional problem. He commented that nothing else going back to mid-November would have retarded Muni Metro service except for these 3 components.

Charter requirements, Mr. Sklar said, will pose no problem with staff following a qualified selection process.

Contracts Compliance Officer, George Newkirk, must approve affirmative action elements, inasmuch as emergency contracts are not exempt from the requirements, Mr. Sklar stated.

The cost will probably be under $20,000, as the work should be done in the next 2-1/2 to 3 weeks. It means hiring 2 or 3 expert electrical engineers for 2 or 3 weeks.

Commissioner Sanger moved that the Commission declare an emergency to authorize the design engineering work necessary to develop invitations for bid to install Muni Metro communications and safety controls throughout the tunnels. Commissioner McCrea seconded the motion, which was unanimously adopted.

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Resolution No. 79-0224--Approving the disbanding of the Bureaus of Personnel and Training, Accounts, Public Service and Safety; and creation of the Bureaus of Engineering and Construction Management, Financial Management, Administration, Performance Monitoring and Information Systems. (Continued from the meeting of May 22, 1979)

President Pilcher explained that this item was continued for the purpose of voting, as only 3 Commissioners were present at the meeting of May 22, 1979.

Mr. Sklar commented that job descriptions for the key jobs are now being prepared with Civil Service. Supplemental appropriation documents necessary for implementation are being prepared. He said it is his intent to present draft job descriptions, draft supplemental appropriation documents, and recommendations of individuals for certain of these jobs within the next week or so. He said the Commission could, if desired, schedule interviews with each or all of these individuals.

He explained that the item on the critical path that will most retard implementing service is a series of 3 communication cables—one for emergency telephone, one for general communications, and one for the line control system. All of these are so long that they will not be completed until January, 1980. The schedule includes a system of [illegible], and there is an opportunity to compress the schedule to this extent. If so, commuters should be able to get into service next year with the M-Line. It has been determined that [illegible] is understaffed and incapable of doing the design work. Mr. Sklar requested that the Commission declare an emergency and give the MUNI design task force, Mr. Patrick [illegible] and Mr. [illegible] the authority to hire persons with professional electrical engineering skills up to a total of $20,000 to get the 3 design packages completed so that the January schedule can hopefully be maintained.

Responding to a question from Commissioner Sanger, Mr. Sklar stated that the design work and bid documents are due to be completed between June 1 and July 15, 1979. By permitting administrative staff to [illegible] instead of two, it is hoped to enter simulated service by mid-November. With the communications cable (the main [illegible] has a 16-week delivery cycle). If the potential supplier has [illegible], that will pose an additional problem. He commented that nothing else [illegible] mid-November should have retarded [illegible] except for those 3 components.

Charter requirements, Mr. Sklar said, will have no problem with staff following a qualified selection process.

Contracts Compliance Officer, [illegible] said that [illegible] eliminating [illegible], inasmuch as any other contracts are not exempt from the requirements [illegible].

The work will probably be done [illegible], as the work should be done in the next 3-4 [illegible] months. [illegible] 3 or 4 expert electrical engineers for 2 or 3 weeks.

Commissioner Sanger moved that the Commission declare an emergency to authorize the design engineering work necessary to develop specifications for bid to install [illegible] communications and safety [illegible] throughout the tunnel. [illegible] the motion, which was unanimously adopted.

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Resolution No. 79-[illegible]—Approving the [illegible] of the Bureaus of Personnel and Training, Accounts, Public Services and Safety, and Creation of the Bureaus of Engineering, [illegible], Financial Management, Administration, [illegible] Monitoring and Information Systems. (Continued from the meeting of May 22, 1979)

President Stoner explained that this item was continued for the purpose of [illegible], as only 2 Commissioners were present at the meeting of May 22, 1979.

Mr. Sklar commented that you cannot [illegible] with Civil Service. Supplemental [illegible] Documents [illegible] the [illegible]. He said it is his intent to [illegible] with the [illegible]. [illegible] the Commission could, if possible, [illegible] with [illegible].

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ITEM NO. 6--Presentation of "Financial Strategies for the San Francisco Municipal Railway", including effects of alternative fare structures, by Gruen Gruen & Associates.

President Pilcher explained that this is a public meeting, not a public hearing, and no determination will be made. She said there will be subsequent hearings. Following the presentation, she said, comments would be limited to 5 minutes for each individual.

Mr. Sklar introduced Dr. Claude Gruen, Principal Economist, and Ms. Nina Gruen, Principal Sociologist. He explained that Dr. Gruen's comments would relate to the document entitled, "Summary and Conclusions". He said summaries are available to groups.

Dr. Gruen presented a brief review. He said the assignment was to analyze Muni's financial needs and evaluate alternative sources of operating revenue, and to measure the economic and social impact of various fare changes.

Dr. Gruen introduced Bruce Bernhard, Transportation Economist, who was in day to day charge, and dealt particularly with the "fare elasticity analysis", and proceeded as follows:

A random survey of 1700 San Francisco households contributed much critical information. The approach was to go back 10 years into Muni's financial history. Consultant talked to the staff about future plans, studies that have been done such as the 5-Year Plan and the LRV Plan to try to estimate operating costs. Consultant also reviewed the reports suggesting operational savings, and on an item-by-item analysis attempted to forecast future cost and revenue bases. The problem arrived at is dramatic. Muni costs have been rising faster than the inflationary rate, which for the past 10 years has been 6.5 percent per year.

Consultant has assumed that the inflation will be 6.5 percent for the next 10 years. Costs will probably not climb as much in the next 10 years.

In fiscal year 1968-1969 the Muni operating budget was $38 million. In fiscal year 1978-1979 the Muni operating budget will be $85 million. Forecasting forward, and assuming a 6.5 percent inflation rate, the most important item that will be over $100 million in 10 years is the labor bill. Projecting that forward, by 1988-1989, the total required cost of operation will be $186 million. Of that $186 million $21 million is for new services. There is a continued increase of Muni costs as Muni finds it difficult to make productivity offset inflation. It has been assumed that there will be a 4 percent savings from the types of cost deductions that have been suggested in reports done by SPUR, CALTrans, the Muni Coaltion, the Chamber of Commerce.

Fare revenues have been paying a decreasing part of the total operating costs. Ten years ago Muni fares paid 54 percent of the cost, and this year, only 29 percent. Ten years ago the City support paid 46 percent of operating, and now it is up to 53 percent. Today 18 percent of the costs come from the State and Federal governments--10 years ago, minor amounts. The City support from Federal revenue sharing and property tax funds went from 13 or 14 percent to 17 percent. However, this period was the pre-Proposition 13 era and the City's assessment base was climbing 7 or 8 percent a year.

Dr. Gruen said there was no way to come up with an accurate estimate of future revenue. It was assumed that the projected State and Federal support would grow. It was assumed that the City support would hold fast at 17.1 percent (property tax, revenue sharing, and State "bail-out" funds).

The problem is that at current fares only 15 percent of Muni operating costs will be picked up in 10 years. The projected City support will pick up 31 percent. State and Federal funds will pick up 12 percent. There will be a 42 percent shortfall, or about $80 million.

Staff and community groups, told consultant that something must be done regarding the role of projected State and Federal support, and consultant agrees. That support has been heavily oriented toward providing capital vs. operating base in the past. Unless any transit authority pays 33 percent of its operating cost from fare revenue it does not receive the full potential of State funds.

Next, consultant discussed the effect of changed fare structures on ridership and income. Over 50 percent of all the households in San Francisco have at least one member who uses Muni at least once a week. It is known that commute runs are most heavily used by households in the $15,000 to $24,000 income group. Households with incomes below that are more likely to use the cross-town rides as the 5-Year Plan is implemented.

It is estimated that 92 percent of fare income is from adult riders. Also, consultant has looked at the problem of fare evasion. About 11 percent of all boarding passengers are involved in some type of fare evasion, mostly misuse of transfers, which accounts for a loss of 8 percent of potential revenue.

Next, consultant looked at the nature of the present fare structures, and the response of riders to changes in fares. Consultant built a simple model to look at alternative fare structures and alternative fare levels.

Mr. Bruce Bernhard said the approach was to test a few specific alternatives in the survey and then develop a measure of "Elasticity of demand". The elasticity measures were used to make estimates of the changes in ridership and the changes in revenue that would result from various fare structures and levels (large report, appendix to Chapter 8).

Commissioner Peter McCrea pointed out that the zero fare alternative projects a decrease in cost, associated with not handling money, but it does not include the cost of having to put additional vehicles on the street to cope with a ridership change.

Mr. Bernhard said the survey resulted in an estimate of a 25 percent increase in ridership, with an inadequate fleet. The chart shows the estimate(an increase of 19.2%) that could occur under current service levels.

President Pilcher asked if the 19.2 percent figure accounts for the fact that the change would be dramatic initially and would then level off.

Mr. Bernhard replied that the estimates are long term ones.

President Pilcher asked if a 15% increase in cash fare would mean a permanent decrease in ridership of 8%. She said she finds that difficult to believe with the gas shortage, and parking costs.

Mr. Bernhard said this would be over the existing ridership. He explained that the degree of the oil shortage, the degree of inflation could not be forecast. He also commented that in 1973 Muni ridership went up for a few months, but when the lines disappeared from the gas stations they also disappeared from the street.

Ms. Nina Gruen commented that people are far more sensitive overall to uncertainty and difficulty in getting supplies than they are to a price increase, unless the price gets very high.

President Pilcher asked why there would be a 12.9% decrease in ridership if peak fare was 50¢ and off peak fare was 35¢, and with a 50¢ fare all day long the decrease would be only 12.2%.

Mr. Bernhard and Dr. Gruen explained that more adults would buy Fast Pass, so Muni would be getting less per ride, but people would ride more often.

Commissioner Sanger stated that the study reveals that there is a desirable point at which to have the Fast Pass equivalency occur, and that is 37.5¢.

Commissioner McCrea noted that is one way of cutting fare evasion, because Fast Pass riders do not need a transfer.

Responding to a question from President Pilcher, Mr. Bernhard said the Fast Pass counterfeit problem is minor at present.

Commissioner McCrea noted that Fast Pass provides the simplest form of fare collection.

Mr. Bernhard stated that cash fare paying seniors now ride less than 30 times a month on the average. Therefore, the price of Senior Pass would have to be reduced significantly to obtain a noticeable increase in pass use.

Dr. Gruen stated that the fare structure, particularly "moving the Fast Pass", would result in a gain with very little to lose. The Muni "gap" can not be filled merely with a fare increase. However, Muni will need a fare increase, not only because of the size of the gap, but also because of the 33 percent fare box requirement.

It is felt that a fare increase should not be too insubstantial, because the ridership should not be in a position of being hit again and again with fare increases. A fare increase should cover the next few years. The Fast Pass will help the transfer problem. Also, Muni has already taken steps to help the transfer problem. By and large, he said, fare evasion through misuse of transfers is also from upper income neighborhoods. It is felt that a reuse of graphics to make it more difficult to misuse transfers, along with what Muni is already doing, should be put in force before more dramatic measures are undertaken.

President Pilcher commented that the study showed that 20 percent of adult riders would stop riding if there were no transfers.

Dr. Gruen said this is particularly true under the current system. He noted that when there is more cross-town service that will change.

Commissioner Sanger commented that ridership estimate is minus 0.4 percent when restricting transfers to one use, and Dr. Gruen said those people will stop using the system or buy Fast Passes.

Dr. Gruen stated that with regard to service modification, to try to change would not be cost effective. He said the main thing that all respondents asked for is adherence to schedules.

The possibility of additional support from State and Federal agencies should be studied. Muni staff has been working with the State to get AB 1107 changed.

President Pilcher commented that expenses are going up faster than revenue, and asked as to the major causes.

Dr. Gruen replied that the number one factor by far is salaries. He said operating expenditures will increase 99 percent for salaries and wages during the next 10 years. During the last 10 years they increased 104 percent. Second is fringe benefits, which

have increased 244 percent during the past 10 years. Fringe benefits are estimated to increase 87 percent and other expenditures 86 percent. New programs will total $21 million. He said the largest item in fringe benefits has been retirement.

Commissioner Sanger commented that it is important to recognize that all of the costs are being projected with inflation, and the revenue sources are in effect being held constant.

Commissioner McCrea commented that one way to look at this is that if you maintained a constant source of revenue from the fare box, fares will have to be increased substantially, and the real trade-off is which governmental entity will pick up the rest of the bill. Consultant has projected the City support going down percentage wise. Then Muni must either get more money through the State and Federal government through bail-out funds, or even more than just inflationary increases must be offset with fare box increases.

President Pilcher asked if consultant took into consideration the fact that the Board of Supervisors would probably reduce the percentage of support to Muni if the fare were increased.

Dr. Gruen said it is hoped that is not the attitude of the Board of Supervisors. He said that if Muni goes to a 50¢ peak fare and a 30¢ off-peak fare about $17 million is being added to the $25 million that Muni now receives, which is a level of 42 percent. All of the people interviewed said they would not dramatically reduce their ridership if the fare goes up, assuming that service stays at least as good as it now is. If the Board of Supervisors takes the attitude that a fare increase means that the City can reduce its contributions, and the end result is a lower level of service, then all the numbers are wrong and patrons are going to feel resentful.

Ms. Nina Gruen commented that there are two types of riders. The above $15,000 income rider is generally a commuter. Up to a point they will put up with an increase in fares, but if the service isn't good and if pushed too far they will change their mode to the point where San Francisco streets can not handle it. The below $15,000 income person does not use Muni as much for commute trips and is not as time conscious, but is more price sensitive. These people want better cross-town service.

Commissioner McCrea, pointed out that most of Muni's costs are incurred in the peak period.

Mr. Bernhard said that elasticity among seniors was very low--if there were a 100 percent increase in the fare, Muni would lose 4.4 percent of rides. This led consultant to feel that Muni might consider different discount rates. Muni currently discounts fares for seniors and students by 80 percent. Regional transit pricing guidelines suggest 50 percent discount rates. The Federal government requires at least a 50 percent discount rate. Mr. Bernhard said the 50 percent discount rate was tested; and at 20¢ for senior citizens there would be a 12 percent loss of ridership.

Ms. Nina Gruen commented there are many lower income people with several children in public schools who would feel the impact more strongly than a one or two person senior household. She said consultant does not have good data on the students, and these are two separate issues.

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President Pilcher opened the meeting to the public.

Mr. John O'Connors of Citizens Action League, said he assumed consultant made no adjustment for the real cost of the 35¢ or 40¢ fare today being more expensive than a year from now.

Mr. Bernhard replied this was not done in some of the numbers.

Mr. O'Connors asked if consultant evaluated running Muni Metro on the surface of Market Street, and the savings in cost.

Dr. Gruen said this could be done on a short term basis and some operating costs could be saved. He said there is the extra cost of manning the stations under Market Street, and consultant could not estimate the cost of rebuilding the rails on top of Market Street.

President Pilcher also mentioned the problem of stopping for traffic.

Mr. Sklar stated that today's fare in 1967 dollars is about 15¢ and that the fare in real dollars has not changed since 1951.

Mr. Blumberg from the Commission on Aging said that senior citizens on fixed incomes should not have the Senior Pass fare raised above $2.50. He said he has seen the time during the past 36 years when fares were raised and as a result there were fewer people riding.

Ms. Marguerite Warren asked if the potential increase in fares is based on the equipment on the streets now, or on how many pieces of equipment will be needed.

Commissioner McCrea noted there are 50 new runs in the LRV service.

3.20 P.M. Commissioner Henning was excused.

Ms. Warren said she would like to know the cost of pieces of equipment Muni will have to buy. She said State and Federal support for 1978-79 is 18 percent. She asked if consultant is including Federal support for capital improvements.

Dr. Gruen said these costs are purely operative. A separate analysis was done for the cost of buying new equipment, of which the Federal government pays 80 percent.

Mr. Sklar explained that cities do not include the depreciation costs of capital equipment. The operation budget and the capital budget are separate things. Muni fares, he said, have not in the past 10 or 15 years gone to pay capital costs.

Commissioner McCrea stated that in the future the staff feels that the capital portion of the TDA funds which can not be used for anything other than capital will be sufficient to fund the City's share of the capital expenditures. Therefore, there is no requirement for additional bonding to increase or replace capital equipment.

Commissioner Sanger commented that the report does show a capital improvement shortfall, and then goes on to talk about means to alleviate it. He asked if in computing the shortfall the TDA funds were included as sources, or if they come later to make up the shortfall. He added that the items included in the "whole laundry list" of capital improvements cover everything the Muni could possibly want in the next 10 years. The list is not a priority rating of final needs.

Mr. Arthur Andrews, a Muni rider, said that riding Muni is a necessity for people who are aged and unemployed, and to raise the fare one penny means a great deal to a lot of people. He asked what neighborhood was surveyed.

Ms. Nina Gruen replied that a random digit dialing telephone program was used, and that all prefixes of the City were used. At a maximum the survey could have omitted 5 percent of households in the entire City because that number of households do not have telephones. The response can be thought to be reliable within 2-1/2 percent. There were Chinese and Spanish speaking interviewers. Interviewes were done mostly on evenings, afternoons, and weekends.

Mr. John Friedland, said he has been "in transit " all his life, and is very familiar with it. He asked if consultant is familiar with the situation in Atlanta and Cincinnati.

Mr. Bernhard replied that consultant did a survey of 14 different transit properties across the U.S. that have raised fares in the past 5 years. Consultant came up with an estimate of elasticity of ridership for those systems of .17 decrease.

Mr. Friedland said he did a study for the PUC in 1967-68. He said consultant might have seen a letter from him to Mr. James K. Carr, General Manager of Public Utilities, in which he compared 14 different cities. He said cities like Philadelphia and Los Angeles can not be compared with San Francisco. Cities such as Washington, D.C. and Milwaukee are more comparable.

Mr. Friedland said he found that Washington, D.C., by increasing its fares, had a 61 percent drop in ridership, and the median drop was 44 percent.

President Pilcher suggested that Mr. Friedland's comments would be helpful if they were submitted to the Commission in writing.

Mr. Frank Schieffler asked the meaning of "satisfied needs through the fiscal year".

Dr. Gruen said this does not mean that the fares would pay the cost of operating, but that there would not be a loss to carry forward or a need to get money from other sources in that year.

Mr. Jeff Sutter of the Muni Coalition commented that preferential streets, changes in State parking taxes, and things of this nature were "tossed out" of the study.

Commissioner McCrea said those are forms of City and State funding.

Mr. Sutter said there is the assumption that bridge tolls will go down from $5 million to $4 million and stay at $4 million for at least 5 years, and there is the assumption that Muni will not be able to capture any inter-county TDA funds. He said if the fare study is to be accepted on its own terms he would like to know the time table for implementation of suggested changes.

Mr. Sklar said the figures show a 42 percent gap in 10 years, or approximately $72 million of shortfall. Looking at all of the projections there is no number that shows anything like $72 million being generated by the fare increase.

Mr. Sklar said that the report clearly indicates an expectation of major quantities in Federal and State support. He said the PUC or staff can not control Federal and State policy or funding level.

The Commission can control the charges it makes and what it asks the Board of Supervisors to do in the way of local support. He said no one thinks the most dramatic fare increase can begin to do any more than pick up perhaps one-third of the projected 1988-89 shortfall. The other things mentioned by Mr. Sutter are part of the picture in helping to reduce the shortfall.

Commissioner Sanger said that an identification and a projection of the potential revenues from other locally controlled sources, such as parking fines and parking taxes, is missing from the report, which is an excellent one. Unfortunately, he said, they mostly require a two-thirds vote of the electorate.

Dr. Gruen stated there is a need for this, but to actually estimate the legal and economic potential of those sources is another study.

Commissioner Sanger stated that consultant could provide staff with a few economic indicators that would make it easy to project what some change in the parking tax would be, and what a square foot tax on downtown buildings would generate.

Mr. Sklar said the things Mr. Sutter mentioned will eventually generate funds to go into the City general fund, and the City will make a choice as to which departments receive the funds.

President Pilcher encouraged anyone with fairly detailed comments to put them in writing and forward them to the Commission.

Mr. Maurice Klebolt, said that CAPTrans has fought a fare increase for almost 4 years. He said the 5-Year Plan calls for an increase in ridership of 15 to 20 percent, which he assumes is projected in the source of support in the 1988-89 figure. He said the 25¢ fare politically has been an attractive means for people to use transit, and has resulted in the fact that Muni is one of the few transit agencies in the country that in addition to holding its own has been able to show modest increases in ridership. He questioned the increased cost in labor, and said the entire matter of the fare increase should be analyzed by the Charter Revision Commission. He said some strong lobbying could be done in Sacramento to have AB 1107 amended.

President Pilcher said lobbying to have AB 1107 amended has already been done.

Mr. Klebolt said Federal bail-out money is coming, and there is old SB 283. He said there is no reason why every gallon of gas pumped in the county should not have at least a penny attached for Muni operating support.

Commissioner McCrea said the latter measure would have to be placed on the ballot.

Mr. Barr Hibbs of the Muni Coalition challenged the contention that the majority of people using Muni as a commute during peak hours make a salary over $15,000 per year.

President Pilcher said the $15,000 figure referred to household income.

Mr. Fred Perry of CAPTrans said the reason the FAST PASS was not aggressively pushed was that Muni was afraid it would not be able to deal with the service.

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President Pilcher said this matter was discussed at great length. She said the consultants would stay after the meeting to answer specific questions.

THEREUPON THE MEETING ADJOURNED: 3:50 P.M.

ROMAINE A. SMITH
SECRETARY

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

June 12, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar
GENERAL MANAGER

PUBLIC UTILITIES

Romaine A. Smith

SECRETARY

Call To Order: 1:58 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

The minutes of the regular meeting of May 22, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.	
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0226 HH	Authorizing bid call for HH Contract No. 545 for Outer Mission Substation, Install Auxilliary Equipment. Estimated Cost: $51,000 (Power Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0227 HH	Authorizing bid call for HH Contract No. 571 for M Streetcar Line Extension, Trolley Overhead Construction and Feeder Undergrounding. Estimated net Cost: $221,000. (Power Improvement Program/Transit Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0228 HH	Awarding HH Contract No. 598-Church Street and Civic Center Substations, Escape Hatches and Related Work- to Henry L. Chapot & Associates, San Francisco, California in the amount of $31,980. (Power Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0229 HH	Accepting as satisfactorily completed work under HH Contract No. 540-Sutter, McAllister and Fillmore Streets, Underground Power Facilities and Related Work; approving credit modification of $2,427.39; and authorizing final payment of $22,974.82 to Abbett Electric Corporation, Contractor. (Power Improvement Program)
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
	On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0230 HH	Requesting the Controller to approve a transfer of funds in the amount of $50,000 to fund Materials and Supplies for the balance of the current fiscal year.
	Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0231 W Authorizing bid call for WD Contract No. 1772 for 18-Inch Steel Main Installation in Clarendon Avenue and Laguna Honda Blvd. Estimated Cost: $332,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0232 W Authorizing bid call for WD Contract No. 1765 for 8-Inch Ductile Iron Main Installation in Front Street, Market to Clay Streets. Estimated Cost: $259,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0233 W Awarding WD Contract No. 1767-Excavation and Repaving for Water Service Trenches, 45th to 48th Avenues- to The Lowrie Paving Company, Inc., South San Francisco, California, in the amount of $62,300.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0234 W Accepting as satisfactorily completed work under WD Contract No. 1743R- Cement Mortar Line 36-inch, 44-inch and 48-inch Pipes in Potrero, Bayshore and Other Streets; approving debit modification of $4,370.71; and authorizing final payment of $19,651.38 to Ameron, Inc., Pipe Lining Division, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0235 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $1,031.48, month of May, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0236 W Awarding WD Contract No. 1770 for the Repaving of Street and Sidewalk Openings for the San Francisco Water Department for the Fiscal Year Ending June 30, 1980 to Pacific Pavements Company, Ltd., San Francisco, California, in the amount of $862,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0237 M Confirming an emergency under Section 6.30 of the San Francisco Administrative Code, and authorizing staff to proceed with the necessary replacement and repairs in the cable winding equipment required to place the cable car system back in operation.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0238 M Authorizing bid call for MR Contract No. 670 for installing communications cable and appurtenances in the Muni Metro subway and Twin Peaks Tunnel. Estimated Cost: $150,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0239 M Authorizing bid call for MR Contract No. 671 for furnishing and installing an emergency telephone system in the Muni Metro Subway and in Twin Peaks Tunnel. Estimated Cost: $100,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0240 M Authorizing bid call for Contract No. MR-672 for furnishing and installing a communications data transmission system in the Muni Metro Subway and in Twin Peaks Tunnel. Estimated Cost: $200,000 (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0241 M Awarding Contract No. MR-669- Central Control Room Installations, West Portal Station- to Henry L. Chapot and Associates, San Francisco, California, in the total amount of $43,311. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0225 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $22,500.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0242 M Confirmation of award of emergency design services for the subway communications system to Bechtel, Inc.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0243 W Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to execute an approximate 1.22 acre Revocable Land Use Permit to Raymond A. Feichtmeir for parking and landscaping purpose for certain Water Department property located in Santa Clara County, commencing April 1. 1979, at a monthly permit fee of $320 plus reimbursement of taxes and assessments, and further subject to permit fee review and adjustment every three years if not sooner revoked. (Continued from meeting of May 8, 1979)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0244 W Approving the declaration of a portion of Parcel 70 as surplus to the needs of the San Francisco Water Department, approving the granting of a road easement over Parcels 71 and 70, and requesting the Director of Property to prepare the necessary legislation for enactment by the Board of Supervisors to consumate the execution of a sale and granting of an easement. (Proposed conveyance involves portions of the Pleasanton Well Strip)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0245 W Authorizing staff of the Water Department to advertise and circulate a Request for Proposals to engage a consultant to evaluate the San Andreas Dam for the probability and effects of fault rupture and to evaluate the embankment material characteristics relative to potential differential movements due to fault rupture.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0246 W Approving supplemental appropriation, amount $4,120,000 from 1972 Municipal Water System Bond Fund, for Construction of San Andreas Pipeline No. 3 and Rehabilitation of Transmission Pipelines.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0247 W Authorizing destruction of correspondence received from customers during the drought in 1977-78.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0248 W Authorizing the General Manager of Public Utilities to execute a Professional Services Agreement with the Pitometer Associates to conduct water waste survey and network analysis at a total payment for all services not to exceed $39,675.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0249 M Authorizing employment of eight positions for Muni Metro, and requesting the Civil Service Commission to proceed with classification actions for Metro Operations Manager and System Safety Analyst.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0250 M Authorizing the Municipal Railway to establish Line 75-Parklands Shuttle to serve Sutro Heights Park (Cliff House area), Lincoln Park and Legion of Honor, Baker Beach, U.S. Army Presidio, and Fort Mason, to operate on weekends and holidays from July 4, 1979 through September 3, 1979 (inclusive) for a period of 20 days.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0251 M Authorizing the Municipal Railway to implement Line 76-Fort Cronkhite that will operate on weekends and holidays from July 4, 1979 through October 8, 1979 (inclusive) for a period of 31 days.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0252 M Authorizing the Public Utilities General Manager to sign an agreement with the California Department of Transportation to establish Line 87-Civic Center Express for peak hour week day express motor coach service between the Southern Pacific Depot

and the Civic Center starting July 16, 1979 and operating until December 31, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Dr. John M. Christensen, Jr.
Item No. 7 (1) on Consent Calendar

Dr. Christensen stated that this item concerns the emergency at the cable car barn which was considered at the PUC meeting of May 22, 1979. The Municipal Railway weekly report indicated that extensive engineering research is underway to determine what corrective work is necessary and that study, now complete calls for additional money. He said more information has been distributed to the Commission and the Commission may wish to remove this item from the consent calendar and consider it separately. The Commission, approved $100,000 for emergency repairs, but the additional information from Chin and Hensolt estimates the cost at $263,000. It will be necessary to acknowledge the additional amount in the emergency declaration.

President Pilcher directed that Item No. 7 (1) be taken off the consent calendar and considered separately.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS
Muni Metro

Commissioner Peter McCrea stated that there are a number of problems listed in the Muni Metro Task Force report. He suggested that at the PUC meeting of June 26, 1979, or better at the meeting of July 10, 1979, a formal presentation be given the Commission on the status of these problems, as some of them appear to be monumental.

Resolution No. 79-0237--Confirming an emergency under Section 6.30 of the San Francisco Administrative Code, and authorizing staff to proceed with the necessary replacement and repairs in the cable winding equipment required to place the cable car system back in operation.

Commissioner John M. Sanger asked if the work will begin immediately and be completed by the first week in July.

Mr. Rod Bartholomew, Deputy General Manager, Operations replied that he understands from Mr. George Duarte, Deputy General Manager, Engineering and Maintenance, who has been in consultation with the contractor, that the work is underway.

Dr. Christensen added that a test is to be run on July 4, 1979.

Commissioner Sanger asked if the work can be accelerated, and Mr. Duarte replied that the contractor and Muni staff are making every effort to do so. He explained that the one key item is the physical turning of the bearings, which requires 48-hours per bearing, and eight bearings are involved.

On motion of Commissioner Sanger, seconded by Commissioner H. Welton Flynn, Resolution No. 79-0237 was unanimously adopted.

Commissioner Peter McCrea asked the status of the Chin and Hensolt study with respect to the cost and scheduling of the major rebuilding of the cable cars.

Dr. Christensen replied that work is still being done on the total capital program, which will include rebuilding of the tracks and cable car barn. He said a report will be submitted to the Commission at the PUC meeting of July 10, 1979.

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Resolution No. 79-0243--Authorizing the General Manager and Chief Engineer of the Water Department to execute an approximate 1.22 acre revocable land use permit to Raymond A. Feichtmeir for parking and landscaping purposes for certain Water Department property located in Santa Clara County, commencing April 1, 1979 at a monthly permit fee of $320 plus reimbursement of taxes and assessments, and further subject to permit fee review and adjustment every 3 years if not sooner revoked.

Commissioner Sanger said this matter was continued from the PUC meeting of May 8, 1979, at his request, and that one critical bit of information has now been supplied which solves the problem. The Water Department does not have fee simple title to its right-of-way which justifies the discount rate.

Mr. Eugene J. Kelleher, General Manager and Chief Engineer, San Francisco Water Department, explained that there is talk of the lessee converting to condominiums. Therefore, the matter may be back before the Commission in six months with a new owner.

President Pilcher commented that Mr. Kelleher asked that the Commission provide some direction in terms of whether this can be done as a policy matter in the future. She asked if the Commission desires to adopt a policy, or wishes to continue handling these matters on an individual basis. She said Mr. Kelleher in his memorandum asks that the Commission adopt as a guideline the described methodology of determing the fair rental for lease or permit use of Department's pipeline right-of-way.

Commissioner Sanger stated he thought the Commission had agreed to the methodology, but did not know on May 8th, why there was a discount of 50 percent.

Mr. Kelleher said almost all right-of-way leases or deeds are awarded in the same manner, with the exception of Muni rights-of-way for which the Department endeavors to obtain a 100 percent value.

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Resolution No. 79-0244--Approving the declaration of a portion of Parcel 70 as surplus to the needs of the San Francisco Water Department, approving the granting of a road easement over Parcels 71 and 70, and requesting the Director of Property to prepare the necessary legislation for enactment by the Board of Supervisors to consumate the execution of a sale and granting of an easement. (Proposed conveyance involves portions of the Pleasanton Well Strip).

Commissioner Sanger asked the estimated price.

Mr. Kelleher replied that the Water Department had another strip which was sold for approximately $10,000 per acre. He estimated that $15,000 per acre would be minimum at this time. He said, however, this would be determined by the Director of Property.

Responding to a question from Commissioner Sanger, Mr. Kelleher said the property is outside the City of Pleasanton, and is zoned straight agricultural.

Commissioner Sanger said he assumed the land will be used for a proposed development.

Mr. Kelleher said the developer is hoping to annex to Pleasanton, and then hopes to have the property re-zoned to industrial commercial uses.

Commissioner Sanger asked if there is any foreseeable need for wells on the portion to be declared surplus.

Mr. Kelleher replied, "No". He said the Department has enough area for additional wells if necessary.

****

Resolution No. 79-0245--Authorizing staff of the Water Department to advertise and circulate a Request for Proposals to engage a consultant to evaluate San Andreas Dam for the probability and effects of fault rupture and to evaluate the embankment material characteristics relative to potential differential movements due to fault rupture.

President Pilcher commented on the material furnished that "a picture is worth 1000 words", and is very helpful.

Mr. Kelleher mentioned that this is only the first step. If it is necessary to go further, by the end of the year the Department may have to "go into the budget" for another $200,000 for an actual model study. He said next year the Water Department is looking forward to an earthquake evaluation of Pilarcitos Dam, which has been ordered by the State.

Responding to a question from President Pilcher, Mr. Kelleher said these studies are mandatory.

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Resolution No. 79-0248--Authorizing the General Manager of Public Utilities to execute a Professional Services Agreement with the Pitometer Associates to conduct water waste survey and network analysis at a total payment for all services not to exceed $39,675.

President Pilcher asked if the scope of work to be performed by Pitometer Associates includes any type of repair work.

Mr. Kelleher replied that Pitometer Associates detects the leaks, locates them and marks them. Then the leaks are repaired by Water Department personnel.

Commissioner McCrea asked if there is anyone who competes with Pitometer.

Mr. Kelleher replied that the Water Department notified the seven firms who are known to do similar work. Several of the firms indicated they had too much work already, and some did not respond. Another firm does waste water survey, but does not do the engineering tests required, such as hydraulic tests on the pipe network. He said this is the first time this agreement went out to bid.

Commissioner Sanger asked if an evaluation has ever been made of the Department's capacity to perform the work "in-house less expensively.

Mr. Kelleher said he does not believe the Department could do it less expensively. Pitometer Associates makes tests on Water Department transmission mains outside San Francisco to determine the accuracy of the Venturi meters. The Department does not have the equipment or the trained personnel to conduct hydraulic tests.

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ITEM NO. 14--Approving an "honor system" policy of fare collection from handicapped travelers using station elevators to enter certain Muni Metro subway stations.

President Pilcher stated that Mr. Bartholomew has asked that this item be taken off calendar for later presentation.

Commissioner Sanger said he is of the opinion that a patron should have the opportunity to pay at the station or on the car if he or she so desires, and President Pilcher agreed.

Commissioner McCrea commented that as a bare minimum a fare box could be placed in the elevator.

President Pilcher said the box could be outside the elevator, since at a number of stations the BART Station agent is present in a supervisory capacity.

President Pilcher directed that the item be taken off the calendar.

Resolution No. 79-0250--Authorizing the Municipal Railway to establish Line 75-Parklands Shuttle to serve Sutro Heights Park (Cliff House area), Lincoln Park and Legion of Honor, Baker Beach, U.S. Army Presidio, and Fort Mason, to operate on weekends and holidays from July 4, 1979 through September 3, 1979 (inclusive) for a period of 20 days.

President Pilcher said she understands there is Federal funding, but that Muni will have to take coaches from other lines in order to place this line in service.

Mr. Bartholomew stated that the National Park Service has agreed to subsidize the anticipated deficit. He said that during the summer Muni"picks up" vehicles not operating on school schedules.

Commissioner Sanger asked the actual cost to provide this service.

Mr. Bartholomew replied it was calculated at $35 per hour, and that two coaches would be operating.

Commissioner Sanger asked if this covers the full cost, and Dr. Christensen replied that the $35 per hour includes most overhead.

President Pilcher asked why the surplus of man hours was not being used on the 50 runs that were cut in 1976. If there are extra driver and coach hours, she said she would like to know why they are not being used.

Mr. Bartholomew said Muni does not have extra drivers.

Responding to a question from Commissioner Flynn, Mr. Bartholomew stated that Muni will make money on this line.

Commissioner Flynn calculated that $70 (2 coaches) for 8 hours per day would be $560 x 20 days, or $11,200.

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Resolution No. 79-0251--Authorizing the Municipal Railway to implement Line 76-Fort Cronkhite that will operate on weekends and holidays from July 4, 1979 through October 8, 1979 (inclusive) for a period of 31 days.

Commissioner Flynn asked if this line has cost Muni money in the past.

Mr. Bartholomew stated that the Municipal Railway ran this line free of charge during the summer of 1975 and 1976 and paid the entire cost of operation. He said the National Park Service will provide funds for the operation of Line 76-Fort Cronkhite this summer.

****

Resolution No. 79-0252--Authorizing the Public Utilities General Manager to sign an agreement with the California Department of Transportation to establish Line 87-Civic Center Express for peak hour week day express motor coach service between the Southern Pacific Depot and the Civic Center starting July 16, 1979 and operating until December 31, 1979.

Commissioner McCrea commented that half of this time is after the school schedule is in operation, and will take buses from other routes.

Mr. Bartholomew said implementation of Line 87 will not take buses from other routes and existing services, as it is estimated that 14 pieces of equipment will be available.

President Pilcher asked how this could be.

Mr. Bartholomew explained that 9 operators and 14 pieces of equipment are "picked up" when school schedules are not being maintained.

Commissioner Sanger inquired about the situation in September, October, November and December, part of which is still during baseball season.

Mr. Bartholomew said the P.M. peak will be a problem, but by fall Muni has the utmost confidence in Mr. Frank Baggetta's ability to bring the fleet up to the necessary quota. He said the drivers are being built up now through expanded classes--from 15 persons per class to 20.

President Pilcher commented that even if Muni has a surplus of drivers, it is still short the 50 runs which were to be re-instituted. She said she has a problem with providing service to commuters rather than to San Francisco residents.

Commissioner McCrea said CALTrans is picking up the cost of the operators, but he agreed that the issue is whether buses are to be taken from San Francisco runs and placed in this service. He said he has not seen anything yet that demonstrates that Muni has the buses to add this service.

President Pilcher commented that on May 22, 1979, Curtis E. Green, General Manager, Municipal Railway, said there were still lines that were overloaded, such as the 38-Geary and the 47-Van Ness.

Commissioner Sanger suggested that the agreement be signed with a contingency clause that service be removed effective after Labor Day if Muni is unable to supply the equipment and the operators without detracting from other service responsibilities.

President Pilcher said the matter should be brought back to the Commission.

Commissioner Flynn said he would sanction that, but since the service is to begin July 16, 1979, he would like staff to report at the next meeting as to how this service is to be provided.

Commissioner Sanger said the matter will have to be reviewed in August to determine if Muni will be capable of continuing the service in September.

Commissioner McCrea said he does not think the issue of the 50 runs is germane because that is a matter of whether the money can be obtained for the operators. CALTrans is paying for the operators for Line 87. He said Muni should be able to guarantee that it can meet all runs currently budgeted.

Commissioner Flynn said Muni should project by July 10, 1979, how this service is to be implemented, still understanding that if it can not be accomplished in September Line 87 will be "pulled off".

Mr. Jeff Sutter asked the route of the proposed Line 87, and its relationship to the 19-Polk service.

Mr. Bartholomew replied that Line 87 would be a service to the Southern Pacific Depot for people working in and around the Civic Center area, and would be a supplement to the 19-Polk line.

Mr. Cecil Smith of the California Department of Transportation explained that CALTrans has a funding program under SB 283 for transportation demonstration projects. The objective is to improve the rail service and to improve transit throughout California. CALTrans has executed contracts with SAMTrans and Santa Clara County Transit for a marketing program. Studies indicate, he said, that a shuttle bus service to Civic Center would help generate additional trips. This is a demonstration project which CALTrans proposes to fund in total for the first month. After that it would be a revenue service. The problem is that the funding commitment by CALTrans has to be made by June 30, 1979. The contract is cancellable upon 30 days notice and to change the wording in the contract now would cause a problem.

President Pilcher directed that the matter be calendared again for the PUC meeting of August 14, 1979.

Mr. Bartholomew said at that time staff will give a status report, and explain how Muni is going to provide service on the 87 Line with respect to operators and equipment without providing a disservice to citizens of San Francisco.

Dr. Christensen said staff should indicate the full cost on the run, as that might take care of the entire problem in September if funding is insufficient.

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President Pilcher reported that Mr. Arthur H. Frye, Jr., former General Manager and Chief Engineer of the San Francisco Water Department, has passed away. He held that position for eleven years and retired on June 30, 1976. She said he is one of the better known managers of the Water Department, and is extremely well known in Water Department history.

President Pilcher said it is with sadness that the Commission learns this news, and the meeting was adjourned in his memory.

THEREUPON THE MEETING ADJOURNED: 2:30 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

8:30 A.M.

June 25, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

GENERAL MANAGER OF

PUBLIC UTILITIES

Romaine A. Smith

SECRETARY

Call To Order: 8:38 A.M.

Present: Vice President, Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr.

Absent: President, Claire C. Pilcher, Commissioner John M. Sanger

Vice President Peter McCrea, presided in the absence of President Claire C. Pilcher

RESOLUTION NO.		
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0254	HH	Approving supplemental appropriation, in the amount of $16,500,000 to provide funds for contingency reserve.
		Vote: Ayes-McCrea, Flynn, Henning
		On motion of Flynn, seconded by Henning, the following resolution was adopted:
79-0255	HH	Approving supplemental appropriation, in the amount of $1,000,000 to provide funds for contingency reserve.
		Vote: Ayes-McCrea, Flynn, Henning

THEREUPON THE MEETING ADJOURNED: 8:40 A.M.

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission

ROMAINE A. SMITH

SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

June 26, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:10 P.M.

Present: Vice President Peter McCrea, Commissioner John M. Sanger.

Absent: President Claire C. Pilcher, Commissioners H. Welton Flynn, John F. Henning, Jr.

Vice President Peter McCrea presided in the absence of President Claire C. Pilcher.

COMMUNICATIONS

Commissioner McCrea read a letter, which was received by all the Commissioners, from Ray J. Antonio, Recording Secretary, TWU-Local 250A, as follows:

"TO WHOM IT MAY CONCERN":

"This will officially inform you that our Local President, John T. Squire has been suspended as of this date by the Local Executive Board under the provisions of our International Constitution and is therefore not authorized to represent this Local Union in any fashion at this time."

"Your cooperation in this matter is of the utmost importance".

Commissioner McCrea asked Mr. Sklar who the official spokesman of the union will be.

Mr. Sklar replied that the Acting President is Cornell Gatewood, a member of the Board of Trustees. Mr. Samuel W. Walker, Secretary-Treasurer, is second in command. He said Mr. Roosevelt Watts of the International Union is here this week, and will meet with Mr. Gatewood and Mr. Walker on June 27, 1979. He believes that these three people will act for TWU Local 250A in the interim. He commented that Mr. Squire has not been removed, but has been suspended.

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar
Municipal Railway

Mr. Sklar reported that it has been almost a month since a run has been missed on diesel or trolley coaches due to unavailability of equipment. The other half of the problem is to get a sufficient number of operators on hand every day, so that available equipment will go out. Work in the entire area of operators, operations, the union, work rules and attendance will be the principal item of business for the next 3 months. A vast number of runs are being missed on Mondays and Fridays because of operators not showing up.

Muni Metro

Mr. Sklar stated that the Muni Metro schedule "still looks good for January 14, 1980", for the start of the N Line. The communication lines appear to remain on schedule. Fare boxes and other fare collection devices still require attention.

Gruen and Gruen Report

Mr. Sklar suggested that the Commission think about the action it wishes staff to take to supplement the Gruen and Gruen report, or enter into the public hearing process regarding revenues and fares. He stated that staff will take guidance from the Commission.

Commissioner John M. Sanger stated there has been discussion during the past several years about a Transit Trust Fund based on contributions from new construction. He asked if the consultant is going to explore this as a part of the package for future plans.

Mr. Sklar replied that he will find out. He said the State government is going to supplement its existing TDA and AB 1107 programs with a new combination Senate, Assembly and Governor sponsored bill to use some excess funds which have been generated in both the Highway Trust Fund and the General Sales Tax Fund (SB 620).

Therefore, it appears that additional money will be received from the State for operations next year. The new State law which will fund this money has a number of interesting provisions. One of them is that no agency that prohibits part time operation by drivers will be eligible for funds. Some of the prohibitions in the contract against part time operators as a way to deal with peak needs will have to be deleted in contract negotiations. This has been discussed with the TWU.

Commissioner Sanger commented that equipment availability with respect to diesels is very good.

Mr. Sklar said there are more trolley coaches in the fleet than are needed. A capital priority program is being put together looking toward electrifying a number of additional runs quickly, so that the extra trolley coaches can be used.

Responding to a question from Commissioner Sanger, Mr. Sklar said that the streetcar system looks excellent. Mr. Frank Baggetta, Transit Equipment Supervisor, has indicated it will take 6 months to obtain 96-car availability.

Commissioner Sanger asked if there is anything constraining shifting cars to the N Line, which seems to be "absolutely swamped".

Mr. Sklar said there is a lack of cars on most of the lines. The N Line and its parallel, the 38 Geary bus Line, are both overloaded. He said it is hoped to electrify the 55 Line as soon as possible to "back up" the 38 Geary. He said the N Line is the first priority for Muni Metro.

Responding to a question from Commissioner McCrea, Mr. Sklar said staff will report to the Commission July 10, 1979, on the capital priority program.

Commissioner McCrea asked when the cable car report from Chin and Hensolt will be released.

Mr. Rino Bei, Program Manager, Transit Improvement Program, replied that it will be delivered to the Commission on June 27, 1979.

Mr. Sklar commented that the money available in the conventional UMTA funding will be more limited than in the past. There will be from $2 to $3 million a year for bus money, and perhaps $8 to $10 million of fixed rail money over the next 5 or 6 years.

All of that could be consumed by rebuilding cable cars. Regarding cable cars, it will be necessary to look to special legislation dealing with the cable car as a national historic landmark.

Commissioner McCrea asked if a report form could be devised for the Commission showing maintenance statistics that mean something, such as defects per mile every month, perhaps on a graph.

Mr. Sklar said he uses two reports--one that shows road calls each day, and one that shows vehicle missed runs each day. He said it is too early to get into defects per mile.

Commissioner McCrea commented that road call statistics have not improved.

Mr. Sklar agreed, and added that Mr. Baggetta has succeeded in getting vehicles on the street; but Muni has not significantly improved the quality level of the vehicles. On June 11, 1979, there were 52 streetcar road calls, he said. This was in part an operator decision to show "how bad the vehicles are" on that day. Also, there is a problem with streetcars because a decision has been made by a number of operators that it is more convenient to open the doors and let the door brakes stop the vehicle than to let the vehicle decelerate. This problem is being worked on, as brakes are the most frequent streetcar defect.

Mr. Sklar said it will be 6 to 8 months before the vehicles are in a condition where the number of road calls drop. He said the CHP reports have been excellent, and that the CHP has been at Muni twice in the past 6 weeks.

Responding to a question from Commissioner McCrea concerning the UTDC report, Mr. Sklar said staff is meeting with UTDC staff for the first 3 months up-date on July 5, 1979. He said he will ask Mr. Warren Bartram to come to the PUC meeting of July 10, 1979, and report on how well the maintenance staff is coming along on making institutional changes. He said the biggest problem seems to be employee work patterns. There have been no problems with parts.

Commissioner McCrea requested preparation of a "graphic display" for quick analysis of road call experience.

Mr. Norman Rolfe of San Francisco Tomorrow suggested that a report on a vehicle defects per hour basis would be more realistic than on a vehicle defects per mile basis.

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Commissioner McCrea called Item No. 12 out of order.

ITEM NO. 12--Presentation of San Mateo County's proposal for a future recreational development in the Peninsula watershed lands.

Mr. Duane Mattison, Director of San Mateo County Parks and Recreation Department, stated that the original request to be on the agenda today was a letter from former Supervisor, now Congressman William Royer, to discuss a presentation regarding the possibility of a golf course being located on the recreation easement of City watershed property. However, recently the Board of Supervisors of San Mateo County voted not to pursue study of a golf course on watershed property at this time. It directed

All of that would be prevented by regulating [illegible] more. [illegible] [illegible] data, it will be necessary to look at special legislation dealing with the [illegible] [illegible] in a [illegible] [illegible] [illegible].

Commissioner [illegible] asked if a report form could be devised for the Commission showing maintenance statistics that were [illegible], such as defects per [illegible] per month, perhaps on a graph.

Mr. [illegible] said he does two reports--one that gives road calls each day, and one that notes vehicles [illegible] each day. He said it is too early to get into defects per mile.

Commissioner [illegible] commented that road call statistics were not important.

Mr. [illegible] agreed, and added that Mr. [illegible] has [illegible] in making repairs on the [illegible], [illegible] has [illegible] improved the quality level of the vehicles. On June 11, 1979, there were 52 [illegible] road calls, he said. [illegible] as an [illegible] decision to make [illegible] on the ventilators [illegible] on the day. Also, there is a problem with [illegible] because a [illegible] has been made by [illegible] that it is [illegible] to open the doors and let the [illegible] [illegible] to let the [illegible] [illegible]. This [illegible] as [illegible] are the [illegible] [illegible] [illegible].

Mr. [illegible] said it [illegible] [illegible] a [illegible] [illegible] [illegible] are in a condition where the number of road calls [illegible]. He said the [illegible] reports have been [illegible] and that the [illegible] has been [illegible] [illegible] in the past [illegible] [illegible].

Responding to a question from Commissioner [illegible] concerning the [illegible] report, Mr. [illegible] said [illegible] is [illegible] [illegible] [illegible] for the [illegible] [illegible] [illegible] on July [illegible], 1979. He [illegible] [illegible] Mr. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] 10, 1979, and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] on [illegible] [illegible] [illegible]. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] with [illegible].

Commissioner [illegible] requested preparation of a "[illegible] [illegible]" for quick analysis of road call statistics.

Mr. [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a report on a [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] road calls.

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Commissioner [illegible] called Item No. 13 out of order.

ITEM NO. 13--Presentation by [illegible] [illegible] [illegible] [illegible] [illegible] Commissioner [illegible] [illegible] [illegible] [illegible].

Mr. [illegible] [illegible], Director of [illegible] [illegible] and Recreation Department, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Commissioner William [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] City [illegible] [illegible] [illegible] [illegible] [illegible] of [illegible] [illegible] County [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

the Parks and Recreation Commission and staff to prepare a proposal for the possible utilization of the recreation easement, or a portion of the same, for park and recreation purposes, and to make this report to them at its budget hearings which will begin in the latter part of July, 1979. Because of the late action by the Board of Supervisors, the Parks and Recreation Department does not have a plan at this point. It is not known as yet what the recommendation will be, but the Parks and Recreation Department would appreciate a statement of PUC willingness to support some planning which would be in conjunction with Alternate D of the EDAW plan which was developed for the PUC. Staff would consider this in a phased method. Mr. Mattison recommended consideration of the recreation easement from Highway 92 south to Woodside, using it for limited recreation with trails and day camp facilities. He said it is his understanding that the environmental report regarding the EDAW plan is now in the San Francisco City Planning Department, and he requested that the Commission urge the Planning Department to move this matter rapidly forward.

Commissioner McCrea commented that Alternate D as he understands it includes an 18-hole golf course, a driving range, a cultural center, a horticultural center, a public park and picnic area, an archelogical site on the Filoli estate, 40 miles of trails, 6 picnic areas, 6 widely distributed parking areas, a nature study center across from Filoli, a 25-acre meadow field sports area west of I-280, access control gates on Canada Road near the intersection of Highway 92 and near the Filoli entrance road, and eventual closure of Canada Road from Filoli to the Pulgas Water Temple on weekends

Mr. Mattison stated that there are corrections to that plan. The golf course on the Filoli estate is no longer a consideration. The County has withdrawn completely from consideration of acquisition of any portion of, or utilization of, Filoli estate property.

Commissioner Sanger said that as he understands the report, Alternate D was not the recommended plan.

Mr. Mattison stated that the plan he is referring to is the technical report prepared in August, 1975, by EDAW, showing the recommended plan, which is scaled down from the earlier version of Alternate D.

Commissioner McCrea suggested that Mr. Mattison send the Commission copies of the technical report, and a map-showing what is involved.

Mr. Mattison said the Parks and Recreation Department will bring a plan and a presentation back to the Commission.

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Commissioner McCrea directed that Item No. 11 be heard out of order.

ITEM NO. 11--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to proceed with the enactment of a final and acceptable plan which is satisfactory to the respective agencies, for use of a portion of the Water Department's Crystal Springs watershed property for the construction of an access roadway to connect between State Highway Route 280 and Crestview Drive in San Carlos. (Continued from meeting of May 22, 1979)

Mr. Sid Cantwell, Director of Public Works, San Mateo County, representing the San Mateo County Board of Supervisors, stated that it would be of mutual benefit to have at least 4 members of the Commission present. He therefore asked that the item be continued and Commissioner McCrea so directed.

Commissioner Sanger requested that the Commission be provided with an expanded map which would make it possible to understand the circulation system in the area.

Mr. Cantwell said he would leave a package with the Secretary.

Commissioner McCrea said he has cards of people present who wished to speak on Item No. 11, and will turn them over to the Secretary, and ask her to inform each individual in writing when the item will be re-calendared. He apologized for lack of a quorum and being unable to hear this item.

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Mr. Sklar introduced Mr. Robert Battle, Jr., Safety Officer for the PUC since June 19, 1979. He said he will coordinate the PUC industrial safety program with CAL/OSHA, and will move through the entire system with freedom and work with the departmental managers in areas of concern regarding worker or user safety. He has a long experience in safety, Mr. Sklar said.

Commissioner McCrea welcomed Mr. Battle.

Commissioner McCrea stated that staff has been unable to contact two other Commissioners who are in San Francisco. He commented that Commissioner Pilcher is attending the APTA Conference, and adjourned the meeting until 2:00 p.m., Tuesday, July 3, 1979.

THEREUPON THE MEETING ADJOURNED: 2:43 P.M.

ROMAINE A. SMITH

SECRETARY

Mr. Lil Gardner, director of the Lil Gardner Law Firm, has been [illegible] representing the San Mateo County Board of Supervisors [illegible] that it would be of mutual benefit to have a joint meeting of the Commission [illegible]. Mr. Gardner [illegible] both Board and Commission members [illegible].

Commissioner Bonner requested that the Commission be provided with an expanded map which would make it possible to describe to understand the circulation system in the area.

Mr. Cornwall said he would leave a packet with the Commission.

Commissioner Moore also in the [illegible] of people [illegible] wanted to speak on item [illegible] and will [illegible] to the [illegible] and set [illegible] each individual [illegible] also the item will be re-[illegible]. He [illegible] for [illegible] a [illegible] and [illegible] to hear this [illegible].

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[illegible] Policy introduced by Commissioner Bonner, [illegible] Agency director for [illegible] since June 17, 1976. He said he will continue the [illegible] that still is with [illegible], and will have [illegible] the policy system with [illegible] and work in [illegible] [illegible] to work [illegible] [illegible] a long association in [illegible]. [illegible].

Commissioner Moore seconded the motion.

Commissioner Moore stated that there has been [illegible] to consider the [illegible] comments who are in [illegible]. In [illegible] [illegible] Commissioner [illegible] in attending the [illegible] conferences [illegible] approached the meeting [illegible] [illegible], [illegible] 1977.

[illegible] [illegible] Administrator [illegible].

[illegible]

[illegible]

SPECIAL MEETING

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 300, 101 Grove Street

2:00 P.M.

July 3, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar
GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:09 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr.

Absent: Commissioner John M. Sanger

The minutes of the special meetings of May 29, 1979 and June 25, 1979, were approved.

The minutes of the regular meeting of June 12, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0256	HH	Authorizing bid call for HH Contract No. 607 for Moccasin, Early Intake, and Cherry Valley Buildings, Exterior Painting. Estimated Cost: $77,000.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0257	HH	Approving modification in the debit amount of $11,042 to provide funds for additional work under HH Contract No. 533, J Line Streetcar Overhead System, Conversion for Pantograph Operation. (Power Improvement Program/Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0258	HH	Accepting as satisfactorily completed work under HH Contract No. 591R, Cherry Road Slide Repair; approving credit modification of $6,003.90; and authorizing final payment of $23,740.18 to R.A. Nemetz Construction Company, Contractor.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by McCrea, the following resolution was adopted:
79-0259	W	Authorizing bid call for WD Contract No. 1752 for Reconditioning Outlet Pipes and Tower-Calaveras Reservoir, Alameda County. Estimated Cost: $95,000.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0260 W Accepting as satisfactorily completed work under WD Contract No. 1753- Relocation of 16-Inch Ductile Iron Main at Third and Howard Streets; approving debit modification of $1,710.70; and authorizing final payment of $2,325.90 to W.L. Fairey, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0261 M Approving payment of claims, amount $72,288.39, from Municipal Railway revolving fund, month of May, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0262 M Approving cancellation and write-off of uncollectible accounts receivable and adjustment of accounts receivable more than 90 days past due, amount $69.96, month of May, 1979; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $10,023.75, month of May, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0253 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $243,169.35.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0263 M Approving supplemental appropriation in the amount of $1,417,904 to provide funds for increased Municipal Railway mandatory fringe benefits for fiscal year 1979-1980.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0264 M Approving Contract Change Agreement No. 29 in the debit amount of $5,546 to provide for changes in the work in order to provide suitable maintenance facilities; and requesting the SFMRIC to approve and execute Contract Change Agreement No. 29, under Contract No. MR-609- Muni Metro Rail Center. (Transit Improvement Program)

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0265 M Awarding Contract No. MR-719- Lighting Modifications and Improvements at Potrero Shop and Yard, and Presidio Shop and Yard to Brayer Electric Company, San Francisco, California, in the amount of $62,212 (Base Bid) $26,092 (Alternate "A") for a total of $88,304.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0266 M Awarding Contract No. MR-628- Twin Peaks and Sunset Tunnels, Construction of Fire Fighting Facilities to E.H. Morrill Company, Berkeley, California, in the amount of $555,770. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0267 GO Approving supplemental appropriation to provide funds for increased mandatory fringe benefits for fiscal year 1979-1980 as follows:

San Francisco Water Department	$391,854
Hetch Hetchy Water & Power	143,484
Bureau of Light Heat & Power	13,496
General Office	27,553
Data Processing Center	30,639

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0268 HH Approving and authorizing the General Manager of Public Utilities to execute the June 6, 1979 letter-agreement with PG&E providing for payment of franchise fees related to the sale of Hetch Hetchy power to customers located in the cities of Fremont, San Jose, Sunnyvale and Union City.

Vote: Ayes-Pilcher, McCrea, Henning
Excused from voting- Flynn

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0269 HH Approving the License Agreement between the Pacific Gas and Electric Company, and the PUC to operate Station K while Hetch Hetchy 8th Avenue Substation is shut down for equipment replacement; and authorizing the General Manager of Public Utilities to sign the Agreement.

Vote: Ayes-Pilcher, McCrea, Henning
Excused from voting- Flynn

On motion of Commissioner Hawkins, by Petrie, the following resolution was adopted

TV-0254 B Authorizing Commerce to, negotiate a lease with Atlantic & Gulf Ry. Co. for the construction of tracks along and to the Atlantic Port and lease of depot and yard at Dayton, Lucas County, for terminal facilities, in the amount of $75,000 (Lease with $10,000 advance "A") for a term of $75,000.

Yeas: Ayes-Gilbert, Moore, Flynn, Hawkins

On motion of Commissioner Hawkins, by Petrie, the following resolution was adopted:

TV-0255 B Awarding contract to, Atlantic Yard Fuel and Supply Company, operators of the Atlantic Port facilities of P.C., Toledo Division, Toledo, Lucas County, Ohio, in the amount of $323,710. (Upgrade equipment facility)

Yeas: Ayes-Gilbert, Moore, Flynn, Hawkins

On motion of Hawkins, seconded by Moore, the following resolution was adopted:

TV-0256 C Approving supplemental agreement to provide that the indicated amounts be paid to the Toledo Terminal Railway Co. (TV-1277) in Toledo:

Sub Contract Data Processing	$7,[illegible]
Dutch Petroleum Near 2 Tower	143,[illegible]
Bureau of Land Mgt 1 Tower	11,[illegible]
Sunoco, Office	11,[illegible]
Data Processing Center	10,[illegible]

Yeas: Ayes-Gilbert, Moore, Flynn, Hawkins

On motion of Commissioner Hawkins, by Moore, the following resolution was adopted

TV-0257 M1 Approving and authorizing the General Manager of Equipment Utilities to execute the Type B, 1976 Interchangeable with Joint Operating Site Agreement of Interstate Iron Industrial Co. the City of Toledo Ohio to Commerce to Substantial Location and Use of Facilities (Water, Sewer, Electric, Gas, Steam).

Yeas: Ayes-Gilbert, Moore, Hawkins, Flynn

On motion of Moore, seconded by Hawkins, the following resolution was adopted:

TV-0258 B1 Approving the Lease Agreement between the Toledo Port Authority and Toledo Terminal Railway, and the right to construct stations. Title Union Depot Site Tenure Sub Station is also used for a transport conference, and another lease based manner of Toledo Terminal to sign the Agreement.

Yeas: Ayes-Gilbert, Moore, Hawkins, Flynn

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0270 W Approving the issuance of a permit by State Water Resources Control Board to Dr. George Kammerer to use a small amount of water from an unnamed creek in Santa Clara County.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0271 W Awarding Professional Services Contract for the Development of a Water and Sewer User Information, Monitoring and Billing System to Arthur Andersen & Company, in the amount of $410,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0272 M Approving entering into a Transit Agreement for the quarterly payment of fares by the U.S. Postal Service for the period July 1, 1979 to June 30, 1980, and authorizing the General Manager of the Municipal Railway to execute said agreement.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0273 M Rejecting the low bid for Contract No. MR-654-N Judah Line, Duboce Avenue- Church to Noe Streets, Track Reconstruction, Sidewalk Narrowing and Sewer Enlargement; and awarding said contract in the net amount (including options) of $554,165 to the second low bidder, Homer J. Olsen, Inc., Union City, California. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0275 M Accepting as satisfactorily completed work performed by Gruen Gruen & Associates under a professional services agreement.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0276A M Awarding Contract No. MR-670- Muni Metro Subway and Twin Peaks Tunnel, Installing Communications Cable to Amelco Electric, San Francisco, California, in the total amount of $348,747. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0276 B M Approving the request for supplemental appropriation to effect the reorganization of staff bureaus.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS
Cable Car Advisory Committee

President Pilcher referred to a letter she received from Mr. Art Blum concerning the Cable Car Citizens' Advisory Committee. He is concerned that both the current and proposed members appear to be proponents of the cable car extension. He suggested that membership be broadened to include citizens throughout the City, however, he did not recommend any names.

Commissioner Peter McCrea suggested that individuals interested in serving on this committee apply direct to the Commission.

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar
Cable Cars

Mr. Sklar reported that the cable cars began running at 5:45 A.M. this date. He said the cable car system has not been rebuilt but a repair costing $250,000 has taken place. Repairs involved more than shaft damage.

Mr. Sklar said it is the intention of staff to bring before the Commission next week preliminary thoughts on prioritization of capital projects. Included will be consideration of the cable car "rebuild".

Muni Metro System

Progress is going quite well on the LRVs, and the Muni Metro network. Bids were rejected on the fare collection booths, because the one bidder came in much too high.

Staff is considering ways of moving Muni Metro into operation sooner than originally planned. An N Line shuttle is being considered to operate from the outer end of the N Line to the Duboce- Church Station area. Mr. Sklar said he has asked the Task Force to look at the possibility of running a shuttle subway service from Duboce Street to the Embarcadero beginning January, 1980, and terminating all the other streetcar lines at Church Street.

PUC Reorganization
Request for Supplemental Appropriations to Effect Reorganization of Staff Bureaus

Mr. Sklar commented that this matter was sent to the Commission on June 6, 1979, but could not be acted upon officially until Civil Service Commission approval, which came on July 2, 1979. It is the "same document" that the Commission received on June 6, 1979, he said.

Contract Negotiations with TWU

Negotiations will begin soon. One factor for improved service will be permission to use part time workers in peak hour service. SB620 has just passed the State Legislature, and will give Muni an extra $2 or $3 million per year. This bill has a provision that no transit agency may receive aid under SB620 if its labor contract prohibits part time work. There is a current provision in Muni's contract with the TWU which prohibits hiring employees on a part time basis. Another provision in SB620 states that transit agencies can not be prohibited from contracting for services.

Mr. Sklar stated that labor negotiations will be made more difficult by changes proposed to be instituted in the operations side of Muni.

One of the proposals for operation of the Muni Metro will be the abandonment of a driver obtaining an individual run. For instance, it is possible that a driver will not contract to drive the N car from a certain time in the morning until a certain time at night on a certain schedule, but will contract to work "as a Muni Metro operator from 6:00 A.M. until 4:00 P.M.". He would be dispatched from the turnaround at the Embarcadero based upon loading, train lengths and need. An individual will be bidding for days and hours he wishes to work, and not for a particular line. In discussions the union has found this concept highly unusual.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner Peter McCrea asked when staff plans to initiate Phase Ia of the Municipal Railway 5-Year Plan.

Mr. Sklar replied, "Early in September".

Given the magnitude of changes, Commissioner McCrea said, perhaps there should be a public information campaign.

Mr. Sklar said staff is planning a 6 weeks' announcement campaign, both on the vehicles themselves and on billboards.

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Resolution No. 79-0268--Approving and authorizing the General Manager of Public Utilities to execute the June 6, 1979 letter-agreement with PG&E providing for payment of franchise fees related to the sale of Hetch Hetchy power to customers located in the cities of Fremont, San Jose, Sunnyvale and Union City.

Commissioner H. Welton Flynn requested that he be excused from voting on this item and the next item (Resolution No. 79-0269) on advise from the City Attorney's Office.

Commissioner John F. Henning, Jr., moved, Commissioner Peter McCrea seconded, and the Commission voted unanimously to excuse Commissioner Flynn from voting.

Resolution No. 79-0275--Accepting as satisfactorily completed work on Muni fare structure alternatives performed by Gruen Gruen & Associates under a professional services agreement.

Commissioner McCrea asked when staff will be prepared to come to the Commission with recommendations.

Mr. Sklar replied that staff will follow the Commission's lead, but that the next step would probably be a general public hearing.

Mr. Lynn Pio, Transit Environmental Coordinator, said that would also be his proposal.

Mr. Sklar said it is a Commission matter. He said there would probably be two series of hearings. One would be an exploratory series--perhaps five evening meetings throughout the community. The second phase would be a staff presentation, with the staff making a specific recommendation. A series of formal hearings on the recommendations of the staff to the Commission would follow.

Responding to a question from President Pilcher, Mr. Pio stated that consultant has indicated availability for at least one public hearing. He said, however, that consultant would probably be available as often as the Commission desires.

Commissioner McCrea suggested that a public meeting would have to focus on something, and that Gruen Gruen & Associates will need to prepare a document and give a presentation.

Mr. Sklar commented that staff can shorten the process by making recommendations of possible alternatives.

President Pilcher directed that staff make recommendations as was done with the 5-Year Plan.

Mr. Sklar said that if it is the Commission's pleasure staff will forego hearings until it comes forward with a recommendation.

Mr. Jeff Sutter of the Muni Coalition said he was under the impression that non-fare alternatives were being studied, but that much of the language in the proposal makes it clear than non-fare alternatives were not considered.

President Pilcher said the Commission wanted a fare modification study that would explore that alternative, which was done.

Mr. Sutter commented that it is not an exploration to merely announce that zero fares would be a loss of so much revenue. An exploration of that alternative would have to look at some way of dealing with that situation.

Commissioner McCrea stated that the study high-lighted within any fare structure the amount of revenue that would have to come from non-traditional sources.

Mr. Sutter asked how the Commission plans to deal with that.

Mr. Sklar said the report did indicate ridership impact. He said the report was mainly to project revenues and expenditure levels for the next ten years in order that the gap could be identified. The fare section of the report did nothing more than identify what the different fare combinations would do toward filling that gap. The report did comment regarding additional Federal and State aid. He said that within reasonable human knowledge the report did explore alternatives to close the gap, including identifying revenue and expenditures.

Mr. Sklar pointed out that the resolution is not for the purpose of accepting any recommendations, but is just to state that consultant has completed the contractual obligation. The substance of the report is still up for debate at public hearings.

Commissioner McCrea stated that the report is adequate.

Mr. Fred Perry of CAPTrans asked, with respect to ten years in the future, if one year at a time would be considered.

President Pilcher replied that Commission and staff will re-think the situation every year if necessary.

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Resolution No. 79-0276A--Awarding Contract No. MR-670- Muni Metro Subway and Twin Peaks Tunnel, Installing Communications Cable to Amelco Electric, San Francisco, California , in the total amount of $348,747.

Mr. Sklar commented that he normally would not recommend that this award be accepted, but there are extraordinary circumstances. There were two bidders, and the low bidder, Amelco Electric, made a bid of $348,747.

The engineers estimate was $200,000. This low bid is almost 80 percent over the engineering estimate. This says one of two things--the engineering estimate is worthless, or the bids are so high it is necessary to rebid and try to find other contractors, or re-examine the contractors. Mr. Sklar said he thinks the engineering estimate is to some extent out of line. Also, perhaps the bids are high because the contractors are aware of the crucial nature of the contract.

This contract is in the critical path of getting the Muni Metro system underway. The Commission has two choices. One is to reject the bids and go out and rebid, and accept further delays in Muni Metro startup at a cost of about $15,000 to $20,000 per day in operational costs. The other choice is to approve the contract and trust that the engineer's estimate is out of line.

Mr. Sklar recommended approval of the contract "with some trepidation". He commented that when Mr. Oral Moore is in charge of the facilities and engineering operation one of his major tasks will be to assure than engineering estimates are more in line with bids.

Responding to a question from President Pilcher, Mr. Sklar stated he does not know why this was not done a year ago, six months ago or eighteen months ago. He said there is almost no choice but to accept this bid. He said Amelco Electric is a good solid firm and does good work.

On motion of Commissioner Henning, seconded by Commissioner Flynn, the Commission voted unanimously to adopt Resolution No. 79-0276A.

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Resolution No. 79-0276B--Approving the request for supplemental appropriations to effect the reorganization of staff bureaus.

Responding to a question from Commissioner Flynn regarding salary and fringe savings, Dr. John M. Christensen, Jr., Assistant General Manager, Finance, stated the original presentation referred to annual savings in the future due to reorganization within the bureaus in the amount of $34,695 which could vary up or down depending on what happens reorganizing the bureaus themselves. There will be no additional funding required for the reorganization and it is anticipated savings over budget will be attained.

Mr. Sklar added that the figure is an absolute correct one for the action Commission is taking today.

On motion of Commissioner Henning, seconded by Commissioner Flynn, Resolution No. 79-0276B was unanimously approved by the Commission.

THEREUPON THE MEETING ADJOURNED: 2:37 P.M.

ROMAINE A. SMITH
SECRETARY

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

July 10, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:10 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

The minutes of the regular meeting of June 26, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0278	M	Commending Mr. Felipe Goycochea, Municipal Railway operator for carrying Mrs. V. Helmer Graham to safety from a burning residence.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0279	HH	Awarding HH Contract No. 577- Oakdale Portal Sand Trap- to K.G. Walters Construction Co., Inc., Santa Rosa, California in the amount of $38,284.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0280	M	Approving issuance of the sum of $600 to Deputy City Attorney Michael C. Cohen for travel and associated expenses of plaintiff Thomas M. Check on his trip to San Francisco from Philadelphia, Pennsylvania from August 5, 1979 to August 8, 1979, in the case of Thomas M. Check v. City and County of San Francisco, Superior Court No. 710-032
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0281	M	Accepting as satisfactorily completed work under Contract No. MR-643 M Line, Track Reconstruction, 19th Avenue- Junipero Serra Boulevard to Saint Francis Circle and Broad Street and Plymouth Avenue Intersection; approving debit modification of $11,817.53; and authorizing final payment of $94,033.38 to Railco, Inc., Contractor. (Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0282 M Approving Contract Change Agreement No. 14 at no change in contract price, to change the contract terms to agree with the City Charter; and requesting the SFMRIC to approve and execute Contract Change Agreement No. 14, under Contract No. MR-588, Subway Signal System. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0277 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $127,150.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0283 HH Rejecting the low bid for HH Contract No. 551R, Richmond Substation, Equipment Installation and Related Building Alterations; and awarding said contract in the amount of $441,568 to the second low bidder, Nibbi Brothers, Inc., San Francisco, California. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0284 W Approving the first amendment to the Lockbox Services Agreement with Crocker National Bank to extend said agreement from July 1, 1979 through June 30, 1980, in the amount of $60,360.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0285 W Approving the Stipulation for Judgment in Unlawful Detainer Action- City and County of San Francisco v. John W. Walch and John W. Bacon, dba Green Giant Gardens and Home Supply, San Mateo Superior Court No. 229846, and directing the City Attorney to sign said Stipulation and to take the necessary steps to file a judgment in Court based thereon.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0286 M Approving the expenditures, prepared and recommended by staff, and directing that all necessary actions be taken to secure funds for Muni Metro Startup, Fiscal year 1979-80.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0287 M Authorizing the General Manager of Public Utilities to execute Modification No. 4 to develop training programs for subway operation under the Agreement with the Urban Transportation Development Corporation, Ltd.,; and authorizing the Project Director to take necessary actions to carry out the terms of this Modification.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS

President Pilcher referred to a letter and questionnaire from Common Cause regarding a review of the PUC by the Governmental Services Committee of the Board of Supervisors.

Mr. Sklar said this will be the guideline and outline for staff's presentation before the Governmental Services Committee. He said there will be a written document and an oral presentation, and staff will coordinate with the Commission on scheduling the meeting at the convenience of the Commission and the Governmental Services Committee sometime in August.

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar
Capital Improvements Program

Mr. Sklar referred to report given to the Commission entitled "San Francisco Municipal Railway Proposed Capital Expenditures", and a letter from Dr. John M. Christensen, Jr., Assistant General Manager, Finance, indicating expected levels of UMTA funding. He said this is being presented to start discussion on the entire Muni capital program based upon earlier discussions regarding TIP and SIP applications. These are staff recommendations of the prioritization of capital projects.

President Pilcher directed that this matter be considered at the end of the calendar.

Mr. Sklar said the matter to be discussed is laying out all of the projects in relationship to service needs and integration with other projects. He commented that there is a total of about $323 million on a proposed "wish list". In the letter it is indicated that there is $70 or $80 million, which means many things desired will never be accomplished.

The cable car renovation program is a $40 to $50 million program, nearly equalling the total money UMTA proposes to give Muni for rails in the next 5 years. Therefore, cable car renovation is behind other more essential items. Mr. Sklar said if the cable car system is to be rebuilt it will probably be by special legislation at the Federal or State level, treating the cable car system as a National Historic landmark.

Firearms on PUC Premises

Mr. Sklar reported that the Public Utilities departments had the second shooting incident involving employees last week, when a janitorial supervisor reportedly shot a janitorial employee in the leg after an argument on Muni property.

Mr. Sklar said he issued an order which states there shall be no firearms under any circumstances on the property. He asked Mr. McMorris M. Dow, Utilities General Counsel, to inform him of management's legal rights in enforcing the order, and in ascertaining whether it is being complied with.

He said that on Muni vehicles, PUC property, PUC offices, with the exception of law enforcement officials, there will be no hand guns.

Muni Service to Candlestick Park

Mr. Sklar said the Commission will shortly receive a memo regarding Muni service to Candlestick Park, as he has received 3 complaints that getting out of the ball park is a lengthy procedure. Muni loads one vehicle at a time through the front door only, fares are collected leaving the ball park, and the fare structure is complex. Mr. Sklar said he is suggesting that the fares not be changed, but that they be collected in one direction only.

Everyone would pay both fares as they go to the ball park, Outbound, 2 coaches would be loaded at a time through both doors in each coach. He said patrons will be issued a transfer for the ride home.

Mr. Sklar said he is asking the scheduling and Muni operations employees to see if this can be worked out.

Commissioner Sanger pointed out that last year, due to a constant conflict between the demand for vehicles and the aftermoon peak, the Commission requested staff to advise the Giants that Muni would expect some type of contribution to finance additional vehicles and operators to serve Candlestick Park.

Mr. Sklar stated that staff met with the Giants. The Giants objected to subsidizing service. In the past 2 days the Giants have requested a meeting with Commission members, and Mr. Sklar said he has promised to arrange such a meeting.

Responding to a question from Mr. Samuel Walker, Secretary, TWU Local 250A, Mr. Sklar said he does not know when this will go into effect. After hearing from the Commission, staff will meet with the union and operations to develop a plan. One problem will be finding a way to collect one dollar bills.

Negotiations with TWU

Apart from the wage aspects, Mr. Sklar said most of the conversations will concern working conditions and work rules intended to be implemented in the next 2 to 5 years. He said one matter of great concern is driver absenteeism. The problem is with a minority of the drivers. Two-hundred drivers exceed 50 sick days off per year not due to industrial accidents. One-hundred drivers miss more than 25 days per year, which is twice the allowable sick leave limit. About 100 drivers miss 100 days per year.

President Pilcher commented that at the APTA Conference one of the papers presented was on management approach toward understanding and controlling sick leave usage of hourly paid employees.

Mr. Sklar said staff would welcome the paper, but the problem will have to be handled jointly with the union.

Mr. Samuel Walker said the union would like to see the list, to which Mr. Sklar agreed.

Advance Design Buses

Mr. Sklar said Muni is to receive 25 advance design buses this year which are air conditoned with windows that do not open. UMTA is holding a conference this week with the manufacturer.

Staff sent a telegram to reiterate its earlier position that Muni does not wish to maintain an air conditioning system. Mr. Sklar said he also raised the question of whether it makes sense to receive 25 buses that are different. Intelligent planning as indicated by the capital program dictates that Muni should maintain its 500 vehicles fleet, and every 2 years add 100 vehicles on a rotational basis, or every 3 years add 125. He said there is a serious question as to whether or not the order should be cancelled. It is possible that the bus is designed with so many standard components that are compatible with the buses Muni now has that a decision may be made to accept the 25 buses.

Commissioner Sanger commented that the Commission was told last year because the bus had so many standard components it would not be a maintenance problem.

Mr. Sklar said staff will look at the problem, and report back to the Commission with a recommendation as to whether or not to cancel the order.

Mr. Green pointed out that 2 years ago when Muni accepted TDA funds a condition was that 5 percent of those funds would be spent for an "accessibility" program. Muni pointed to the advance design buses as being that 5 percent. He said the handicapped community may feel that Muni is backing out on its commitment.

Commissioner McCrea pointed out that the handicapped community agreed at that hearing that buying the buses was not some "make or break" issue, provided the Commission was willing to proceed with an orderly accessibility program.

He said an assessment should be made as to how much "float" is needed in the fleet to determine if these buses are really needed.

Mr. Sklar said there is enough float to meet scheduled runs. However, the scheduled runs do not begin to give adequate service.

Patrons are under-served at peak hour service. Commissioner McCrea noted that this is a budgetary problem.

Mr. Sklar said he thinks it is possible if Muni had these buses, and they made sense on all other accounts, and driver absenteeism were reduced, the number of runs could be increased within the current budget.

Commissioner H. Welton Flynn said he understands that the 92 Line is no longer running because Muni has service formerly covered by the 92 Line in the K-Ingleside Shuttle Line. He said he understands that the drivers on the 92 Line are "sitting down" and not driving because of a sign-up problem.

Mr. Sklar said that is correct. There are 3 drivers from the 92 Line who have refused to take any other assignments. Muni would have to go through an entire sign-up with incredible complexity and some real labor management complications in order to get the 3 drivers back to work. They were offered comparable lines and additional pay, but have refused on all counts.

Commissioner Flynn asked what is so complex that management would not permit a sign-up, and would permit 3 men to sit idle when drivers are needed on other lines. He said he stood at the corner of Taylor and Geary Streets on the night of July 7, 1979 from 7:55 p.m. until 8:45 p.m. He asked if this is good management.

Mr. Sklar said there is a rule that a driver may be asked to voluntarily make a change if his run is abandoned. If the driver is willing to make the change he gets the same pay as before, or the new pay, whichever is higher, plus 20¢ per hour. The 3 drivers were asked to switch to the 87- Line the S.P. Depot run at the same or higher pay plus 20¢ per hour, and they refused, which is their right.

The rule is that if they do not voluntarily switch, a barn sign-up must be held. If a sign-up is held by the contract which was negotiated with the union, in which there is a difference of opinion as to the provisions, the following may happen.

In the contract that preceded this past one, Muni drivers had the most generous spread time in the United States, which stated that if a driver worked 8 hours he would be paid for 8 hours, but the 8 hours could occur in a 10-hour period. A driver could work for 4 hours, be idle for 2 hours without pay, and go back and work 4 more hours.

Management asked that the spread time be increased to match Muni's system with most of the other systems in the country. A contract was signed with the union, drawn by union attorneys, which increased the spread time in management's interpretation to 8 hours in 11. That meant that a driver who worked an 11 hour day would receive 1-1/2 hours less pay a day, or 7-1/2 hours less a week, or $60 less a week than under the old contract. The union did not interpret the contract that way. It would probably stand up in Court that way, according to the City Attorney. The union interprets the contract to mean that the driver would get straight time for that 10th to 11th hour rather than no pay, and said a labor action would be taken, there would be a strike, and Muni would be sued if it attempted to enforce the new labor rates. Muni made a judgment to postpone a sign-up and debate the issue in negotiations this year, rather than try to enforce it for a 2-month period.

Mr. Samuel Walker, Secretary, TWU Local 250A, said emergency negotiations with the City were not held in accordance with the Charter, as required. He said Mr. Sklar referred to Cities other than San Diego and Chicago in emphasizing the spread time. The Civil Service Commission certified those cities as being the cities for comparison in negotiations.

The union has a rule as far as signing up. The 92 Line was abandoned by the Board of Supervisors. It was stated to Mr. Sklar, and it has been traditional under the agreement, that a barn sign-up must be held. The 3 men have 27,28 and 30 years service with Muni, and they have seniority rights.

President Pilcher asked what will happen when the 5-Year Plan goes into effect and 70 lines are changed. She asked what difference it makes which LRV an operator is driving down Market Street.

Mr. Walker replied that it is a matter of safety, with drivers knowing what to "look for" on regularly assigned runs.

Commissioner Sanger asked if the City Attorney advised that Muni could not hold a barn sign-up without going to the 8 to 11 hour spread.

Mr. Sklar replied, "Yes, it is in the contract".

Mr. Walker stated that new runs have been added, and the union has cooperated with Mr. Green on all new lines this summer. The only controversy is regarding the 92 Line which was abandoned.

Commissioner Flynn said there should be some way of solving the problem without paying 3 men to sit down full time making over $8 per hour plus fringe benefits when Muni is short of operators.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

President Pilcher read resolution No. 79-0278, which she said will be put in final form and presented to Mr. Felipe Goycochea, who was present at the meeting. The resolution commends Mr. Goycochea, a Municipal Railway operator, for carrying Mrs. V. Helmer Graham to safety from a burning residence.

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ITEM NO. 7--Discussion of Transport Workers Union, San Francisco Municipal Railway, Trust Fund.

Mr. Samuel Walker said, the Trust Fund was established after Proposition G passed in 1967, under Charter Section 8.404, and allowed Municipal Railway platform employees to have certain fringe benefits. Under the amendment 3 things were included--vacation, retirement and the health plan.

Anytime operator fringe benefits exceed those levels extended to all City employees, the dollar value amount is placed into a fund which is operated by the Trust Fund. The Trust Fund is a joint fund operated by management and the union. The City (PUC) has 2 members; the Civil Service Commission 1 memeber; and the TWU 3 members. The City and the union each has 3 alternates.

At the present time Mr. Arthur P. Carroll is the chairman of the fund, and represents the PUC, and Mr. Robert E. Buckley also represents the PUC. Mr. John J. Walsh, Treasurer, represents the Civil Service Commission. Ray J. Antonio is a trustee. Presently there is a vacancy in the position of Vice-Chairman which was held by Mr. John T. Squire. The members of the Trust Fund meet every third Tuesday of the month, at 12:00 noon. The current meeting place is Trader Vics.

2:55 President Pilcher left the meeting.

Commissioner McCrea asked about the duties and fiduciary responsibilities of the trustees, and if a consultant is employed to invest funds.

Mr. Walker replied that the fiduciary responsibilities of the members of the Trust Fund are to receive the income from the City, and to buy benefits for the employees from the fund. He said funds are invested in a savings account at Hibernia Bank, and when there were reserves there were investments in stocks. In later years when the stock market became flexible the consultant advised withdrawing from investment in stocks. Then the Trust Fund went to certificates of deposit. When there was not enough cash flow for C.D.'s the Fund went to a regular pass book account. The Trust Fund does not now have a consultant.

Commissioner McCrea asked if it is normal practice for a fund of this size to operate without an investment counselor.

Responding to a question from Commissioner Sanger, Mr. Walker said the trustees are money managers, and that $2 million a year is contributed by the City. The average monthly pay out to operators, he said, is $60,000 to $65,000 a month paid every 4 months.

Mr. Carroll explained that monthly operations serve to reduce the amounts available for investments. Money comes in and is paid out, and there is not much left to invest.

Commissioner McCrea noted that there was a working capital of $375,000 at the end of the 5-Year audit.

Mr. Carroll stated there have been times when the Trust Fund has had to borrow in order to make payments to operators.

Commissioner Sanger asked why funds were not invested in treasury bills or in T-Bill accounts.

Mr. Carroll replied that the Fund just about carries itself. Some of the benefits have been eliminated, he said, because of lack of money.

Mr. Sklar asked if the bulk of the money is used to purchase benefit plans, or if it goes as direct cash subsidy to the operators.

Mr. Walker replied that the bulk of the money goes to operator refunds for health plan benefits. The Trust Fund pays the dollar value difference from the health service system benefits paid in San Diego, or a percentage of that. This is after the CPA makes a projection of the cash flow for the fiscal year, and the operating cash available. Then a determination is made as to how much can be paid each operator for the health service contribution. At the present time each operator pays about $46 every 2 weeks for his health plan. The Trust Fund refunds to each operator $31 per pay period. This accounts for the bulk of the money.

3:02 p.m. President Pilcher returned.

Responding to Commissioner McCrea, Mr. Walker said Mrs. E. J. Menzel is the CPA who handles the administrative work to determine the refund level.

At the present time there is a dental plan carried by an insurance carrier and life insurance which is carried by Public National Life of Dallas. The cost of the administration of the fund is also projected, together with an inflation factor.

Responding to President Pilcher, Mr. Walker said the Trust Fund is housed in the TWU office, and $600 is paid for secretarial services and housing of files. About 20 or 30 hours of secretarial services are used per week.

Commissioner Flynn noted that the report is done on the total fund. It is a "clean opinion" on an audit, and is a standard CPA certificate. The only exception in the audit made by Main Lafrentz & Company, an international CPA firm, is a reference to making certain estimates of the amounts received from the City to the Trust Fund. No exceptions were taken with reference to the handling of the funds.

The 5-Year audit which was conducted by John F. Forbes & Company also made no exception. After the Forbes audit came in, the Controller extended the contract and asked the firm to look into internal control aspects. There were some comments, but the firm agreed these were not serious, but should be corrected. The TWU responded to the comments on the 5-Year audit. Both firms issued "clean opinions", which is the best opinion. Commissioner Flynn said it is his professional opinion that if there are any exceptions to the operation of the Trust Fund, the two CPA firms would have so indicated.

Commissioner Sanger said he has never known anything about this Trust Fund, and the Commission has representatives on it which are not known to some of the Commissioners. There is some reason for concern, as the Commission has some responsibility for the administration of the fund. If this is as complex a responsibility as Commissioner McCrea would indicate, he said there should be professional advice on investment. If the responsibility is routine, he does not understand what 6 people spend their time doing every month.

Mr. Carroll said he has been in the life insurance business all his life.

Responding to a question from Commissioner Sanger, Mr. Walker said that policy decisions are a normal operation of the fund. Anything unusual is taken up with the Board of Trustees.

Commissioner McCrea, following further discussion, commented that the money comes in, so much is given to the insurance carriers and so much is given to the employees. He said it seems that a major responsibility of the Trustees is the choice of the programs (selection of carriers). Mr. Carroll indicated that is one of the reasons he is on the board, as he has some expertise in this area. Commissioner McCrea said he would like to know how carriers are selected, and whether anyone on the board is directly or indirectly involved with any of the carriers as a major client, and whether an independent consultant has ever been employed to assist in selections.

President Pilcher said the Commission's concern is whether City employees should be serving on the Trust Fund Board.

Mr. Sklar stated that when he assumed his position 2 employees of the Municipal Railway were serving as alternate trustees, and he felt there was a potential conflict of interest for management employees to be involved in disbursing employees' money. That is why Mr. Eugene Womack and Mr. Curtis E. Green, who had served as alternates, resigned. He said it is a question of whom the Commission wishes to appoint.

Responding to a question from Commissioner Sanger, Mr. Demosthenes Adams of the Civil Service Commission Department, said the rule is that 2 trustees and 2 alternates can be appointed by the PUC, and shall serve at the pleasure of the PUC.

Responding to a question from Commissioner Sanger, Mr. Green stated that Mr. Robert E. Buckley, a City Trustee, operates a trust fund for his plumbers' union.

During discussion it was brought out that Mr. Buckley has not attended a meeting of the Trust Fund in 6 months.

Commissioner Sanger commented that those persons appointed should attend meetings and have the required expertise. He requested that the trustees adopt an absentee rule.

President Pilcher said Mr. Buckley should be asked if he intends to serve, and if he is willing to attend meetings more regularly.

Commissioner Sanger suggested that the General Manager of Public Utilities submit a list of potential candidates from the insurance or banking industry.

Mr. Sklar said he does not think that he or any employee of the Municipal Railway should participate in selecting or recommending. He suggested that the Commission, through its secretary, go to the professional community. The City delivers a check to the Trust Fund every quarter, and employees responsible for wages and hours, etc., should not be involved, he said.

Mr. Walker pointed out that selection of the insurance company is by bid each year. The Executive Committee of the Trust Fund meets with insurance carriers, and brings the 3 low bidders to the full Board of Trustees.

Mr. [illegible] said he has been in the life insurance business all his life.

Responding to a question from Commissioner [illegible], Mr. [illegible] said that policy [illegible] was a normal operation of the fund. Nothing unusual is [illegible] with the [illegible] of [illegible].

Commissioner [illegible], in [illegible] discussion, remarked that the money comes in, [illegible] is placed in the [illegible] carriers and [illegible] to the employees. [illegible] that a major responsibility [illegible] is the [illegible] of the carriers. Mr. [illegible] said [illegible] is one of the reasons [illegible] on the board [illegible] in this area. [illegible] how the carriers are selected, and whether anyone on the board is directly or indirectly involved with any of the carriers as a major client, and whether an independent consultant has ever been employed to assist in [illegible].

President Pilcher said the Commission's concern is whether City employees should be [illegible] the Trust Fund Board.

Mr. [illegible] stated that [illegible] by a position of employees of the Municipal Railway were [illegible] as alternates [illegible], and he felt there was a potential conflict of interest for management employees to be involved in [illegible] employees' money. That is why Mr. [illegible] and Mr. Curtis [illegible], who had served as alternates, resigned. He said it is a question of whom the Commission wishes to appoint.

Responding to a question from Commissioner Sanger, Mr. [illegible] said the rules of the Civil Service Commission [illegible] that 7 trustees and 3 alternates can be appointed [illegible] shall serve at the pleasure of the [illegible].

Responding to a question from Commissioner Sanger, Mr. Greer stated that Mr. Robert [illegible], a City Trustee, operates a trust fund for his [illegible] union.

During discussion it was brought out that Mr. Buckley has not attended a meeting of the trust fund in [illegible] months.

Commissioner Sanger commented that [illegible] persons appointed should attend meetings and have the required [illegible]. He requested that the trustees adopt an attendance rule.

President Pilcher said Mr. Buckley should be asked if he intends to serve, and if he is willing to attend meetings more regularly.

Commissioner Sanger suggested that the General Manager of Public Utilities submit a list of potential candidates from the [illegible] or banking industry.

Mr. [illegible] said he does not think that [illegible] any employee of the Municipal Railway should participate in selection of [illegible]. He suggested that the Commission, through [illegible], [illegible] the professional community. The City contributes [illegible] to the Trust Fund every quarter, and employees responsible for wages and hours, etc., should not be involved, he said.

Mr. [illegible] pointed out that [illegible] selection of the insurance company [illegible] once each year. The [illegible] Committee of the Trust Fund meets with insurance carriers and brings the [illegible] to the full Board of Trustees.

Commissioner Sanger said he does not share Mr. Sklar's fear of conflict of interest. He said it is wise to have those with expertise in the field administering the trust. An alternative would be to contract for someone to handle the entire operation, which is in the manner of insurance company practice.

Commissioner McCrea inquired as to the remuneration for a trustee appointed by the Commission, and Mr. Walker replied that trustees do not receive a wage, but do go to lunch one a month.

President Pilcher commented that the Commission has a copy of a class action complaint filed in December, 1976, and she asked the outcome.

Mr. Larry James, one of the plaintiffs, said plaintiffs ran out of money. He said the complaint was never served, but came as a result of lack of information about the Trust Fund. It was discovered on investigation he alleged, that the trustees were not performing their fiduciary duties as outlined in the rules of the Trust Fund; were not complying with the rule to provide generally to the membership and the Commission a list of income and disbursements; and were not seeking an audit by the Board of Supervisors. The trustees were appropriating money from the Trust Fund, illegally in the view of plaintiffs' lawyer, and performing an internal audit. There is no appropriation to fund any internal audit paid for by the Trust Fund. The principle responsibility lies with the Board of Supervisors. The principle responsibility for complying with all of the rules of the Trust Fund lies with the Board of Trustees. The suit was filed as a means of obliging them to adhere to those rules. He said he thinks the present Board of Trustees and insofar as the PUC is concerned, has essentially, for at least 7 years, failed to adhere to its fiduciary duty. He said he would like the Commission to reconsider its appointements.

Commissioner Sanger asked Mr. James if his challenge is that the audit was paid for out of Trust Fund accounts.

Mr. James replied, "Among others". He said the Board of Supervisors is obliged to appropriate the money for these audits and see that they are performed. He said he could not find anything in the rules authorizing the Trust Fund to appropriate the money and audit itself.

Mr. Walker said the Board of Supervisors performs its own audit, and the City pays for that. He said the Board of Supervisors used to perform an audit more regularly, but the last audit made prior to last year was in 1973.

Mr. John Madden, representing the Controller, said funds have been requested in each budget to carry out the provision of a semi-annual audit, but either the Mayor or the Board of Supervisors has deleted the item for the budget.

Mr. James stated that the salient point is that the 2 trustees appointed by the Commission have never reported back to the Commission, and the question is if the Commission's trustees carried out their responsibilities to the beneficiaries of the Trust Fund and to the Commission as appointing officers.

Commissioner Sanger asked Ms. Romaine A. Smith, Secretary, PUC, if the Commission received copies of the audits from the Board of Trustees, and she replied "NO". She said she requested copies of the audits, which are now before the Commission from the Trust Fund and from the Controller's Office.

Mr. Walker stated that each year he submits a copy of the audit to each trustee and each alternate, and to the Controller and Mr. John J. Walsh, Director of Personnel, Civil Service Commission.

President Pilcher said the rule states that each member of the Commission should receive a copy of the annual report. She said a copy of the semi-annual audit should also be supplied to the Commission.

President Pilcher directed that recommendations for appointees be deferred to a later meeting.

Mr. Sklar said he will go to Bank of America and ask them to submit a list of experts in trust funds in terms of investments, if the Commission so desires. The Commission may then hold interviews and select individuals to serve.

President Pilcher thanked Mr. Walker for his presentation.

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Mr. Oral L. Moore, General Manager, Hetch Hetchy Water and Power, said the City and the Modesto and Turlock Irrigiation Districts are partners on the Tuolumne River. In the past it has been the practice of the Commission and the two district boards of directors to meet annually in San Francisco. This custom, he said, has not been carried out in the past 3 years. Both district boards of directors would be pleased to come to San Francisco and meet with the PUC, and the meeting is proposed for the night of August 10, 1979. He said he would also like to extend an invitiation to Mayor Feinstein. If agreeable to the Commission, Mr. Moore said he would arrange a time and place.

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Resolution No. 79-0285--Approving the Stipulation for Judgment in Unlawful Detainer Action- City and County of San Francisco v. John W. Welch and John W. Bacon, dba Green Giant Gardens and Home Supply, San Mateo Superior Court No. 229846, and directing the City Attorney to sign said Stipulation and to take the necessary steps to file a judgment in Court based thereon.

Commissioner Sanger said he is happy to see this matter settled, but pointed out that it raises an issue regarding the basis on which the PUC establishes lease rentals for City owned properties, since in the past one of the discounting factors alleged to be an issue in establishing rentals has been the assumption that the termination clauses are effective. He said the Commission should think about the permanent implications of ending up with a stipulation such as this with regard to other City properties.

Mr. Sklar pointed out that one of the reasons for the settlement was the adverse testimony regarding the City's position by two of its former employees.

Commissioner McCrea said there were commitments made to the assignee which were never brought to the attention of the PUC. Either the Department knew this fact when it was brought to the PUC and did not tell the Commission, or they did not know it and some agreement was made and signed by the two former employees of the Commission. In either event, the Commission's position and rights to obtain contracts were undermined.

Commissioner McCrea said that because the Board of Supervisors has gone on record by telling the Commission in its audit that this property had to be disposed of and developed, the Commission should write a letter to the Board of Supervisors outlining all the facts and explaining why it is impossible.

President Pilcher requested that Mr. McMorris M. Dow, Utilities General Counsel, draft a letter to the Board of Supervisors, and send them a copy of the stipulated judgment.

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Resolution No. 79-0286--Approving the expenditures, prepared and recommended by staff, and directing that all necessary actions be taken to secure funds for Muni Metro Startup, Fiscal Year 1979-80.

Summary is a budget constructed to conform to the O'Brien Krietzberg schedule activities necessary to get into Muni Metro operation next year. The amount to be approved now is the startup portion of the costs ($9,951,875) which is detailed in the back-up sheets. Letters "a" to "g" are the responsibility areas laid out in the network that was given to the Commission some time ago. Essentially these are all the costs thru July 1, 1980. He asked where the $13 million and $9 million figure breaks out.

Peter Straus said the $13 million is the total, including operations expenses. For different types of activities staff attributed a different portion of the costs after N Line operations commenced to continuing startup as if not in full operation, and to operation of that revenue service. The difference between the $10 million and the $13 million is the portion attributed to operations through July 1, 1980.

Commissioner Sanger asked if it would cost $3 million to operate only the N Line for 6 months.

Mr. Straus replied, "Not strictly speaking . Staff is assigning $3 million of the total cost to N Line operations. That is a partial cost of maintenance, full cost for the operations, full cost of station agents at the downtown stations, a partial cost of station agents for training for phase 2. They are shared costs".

Mr. Sklar said it is going to cost $13 million to continue startup activities for a year. Included in that $13 million will be 6 months of N Line activities. It is not a fair assessment of N Line costs.

Commissioner Sanger asked the projected incremental costs on an annual basis. That would imply $6 million a year, not including all the other lines, he said.

Mr. Sklar said full subway operation is possible early next year as well as termination of all the PCC lines at Church and Duboce Streets. The other lines will be put on as fast as possible. Once the N Line is in operation, it may be possible to speed up the addition of other lines. There is no question it is going to cost a substantial amount to operate the N Line solely plus PCCs on the other 4 lines. Staff estimated there is probably a $5 million total increment between the cost of Muni Metro and PCC operations.

Mr. Straus said there is a certain saving of employees that would be transferred from PCC to LRV functions when Muni is completely "out of the PCC business".

Commissioner McCrea said that because the Board of Supervisors has gone on record by telling the Commission in its audit that this property had to be disposed of and developed, the Commission should write a letter to the Board of Supervisors outlining all the facts and explaining why it is impossible.

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Mr. Straus replied, "Not strictly speaking . Staff is assigning $3 million of the total cost to N Line operations. That is a partial cost of maintenance, full cost for the operations, full cost of station agents at the downtown stations, a partial cost of station agents for training for phase 2. They are shared costs".

Mr. Sklar said it is going to cost $13 million to continue startup activities for a year. Included in that $13 million will be 6 months of N Line activities. It is not a fair assessment of N Line costs.

Commissioner Sanger asked the projected incremental costs on an annual basis. That would imply $6 million a year, not including all the other lines, he said.

Mr. Sklar said full subway operation is possible early next year as well as termination of all the PCC lines at Church and Duboce Streets. The other lines will be put on as fast as possible. Once the N Line is in operation, it may be possible to speed up the addition of other lines. There is no question it is going to cost a substantial amount to operate the N Line solely plus PCCs on the other 4 lines. Staff estimated there is probably a $5 million total increment between the cost of Muni Metro and PCC operations.

Mr. Straus said there is a certain saving of employees that would be transferred from PCC to LRV functions when Muni is completely "out of the PCC business".

Commissioner Sanger asked how Muni is going to hire the employees required and then taper off.

Mr. Straus said there are temporary employments during the overlap period.

Commissioner McCrea asked, "Where is the $3 million not covered by external funding?"

Mr. Sklar said a supplemental appropriation is proposed early next year. It has been presented to the Board of Supervisors. It is staff's guess that revenues will be running higher; in fact, they are now running higher.

It is hoped that when the fare increase occurs, the AB1107 money sitting in a "pot" building up will become available. Muni expects heavier revenues in the last half of this fiscal year than the $3 million in incremental costs. Mr. Sklar said Muni must not ask UMTA for operational money for that line. Staff tried to pull out all of those costs that were City's as opposed to UMTA's in the budget breakdown. The detailing is necessary for control of costs during this project; and for UMTA, as they are being asked to take on costs not usually accepted.

Commissioner McCrea asked if staff proposes to set up a budget against which to control the costs.

Mr. Sklar replied, "Yes". Staff will come back to the PUC for money to do that. Staff will be asked to come up with a way of doing it. Muni's accounting system is not capable of doing this type of cost control.

Commissioner Sanger asked if the Systems Safety Director is for the Muni Metro system or for the entire system.

Mr. Sklar said the position is for Muni Metro for the first 2 years. There may be some spillover and advantage to the Municipal Railway itself. This position has nothing to do with OSHA safety or with general working conditions safety. It has to do with operational safety for the underground railway signal control dispatching portion of the system.

Commissioner Sanger asked what the positions are based on.

Mr. Sklar said they are based on a structuring of the detailed tasks that need to be done, and an operational analysis of what it will take to run the Muni Metro system. They were constructed by the various departments involved, and network by O'Brien Kreitzberg.

Commissioner Sanger asked about the 12 transit service inspectors.

Peter Straus said that has a history which goes back several years. The primary focus is activities at Embarcadero turnaround.

Commissioner Sanger said that in looking at this it occurs to him that when it is brought to the Board of Supervisors there will be many questions such as, "How do you know this is the number you need?"

Mr. Sklar said this budget is not a new one. There was an $8 million item pulled out of the basic budget. It was in the budget developed over the last 9 months by the Muni Metro Task Force. It is reconstituted now in more detail with positions tied to functions.

Commissioner Sanger said that if he votes for approval it will be with the understanding that he does not have any basis to know whether this is what is needed or not. He said it would be nice to see a comparison with an operating subway railway system, even Boston.

Mr. Sklar said that this is the startup activity, and would have no relationship.

Commissioner Sanger said gardeners and transit inspectors are not hired just for startup, and most of the positions are continuing.

Commissioner Sanger said it would make him more comfortable to think that the structure and nature of the assignments and the general level of personnel had been checked against other comparable systems.

Mr. Straus said vehicle maintenance lends itself most to that approach. Vehicle maintenance in the document does represent staff's assessments of Boston's procedures, and staff can learn from the experience that has been incorporated.

Commissioner Sanger asked about station management and maintenance and operations.

Mr. Straus said the station management function is "based somewhat" on discussions with BART when the numbers were prepared.

Commissioner McCrea asked if UTDC has made recommendations about Muni Metro maintenance, and if it is consistent with their report.

Mr. Sklar said, "Only on the equipment maintenance portion". He said the biggest chunk of that is spare parts purchases.

Commissioner McCrea said this proposal would be strengthened by having an analysis tacked on the front of it which says that the vehicle maintenance portion of this is consistent with the recommendation of UTDC, and that the station maintenance compares with BART in the following ways. This would lend some credibility and independent verification to Muni's projections.

Mr. Green said this would be easy to do because at budget time last year Muni staff asked Mr. Warren Bartram of UTDC to look at Muni's budget proposals. He spent about a week, and adjustments were made in the budget to comform with his recommendations.

President Pilcher questioned $35,000 for uniforms for 96 station agents and supervisors--2 uniforms per employee, according to Commissioner Sanger.

Mr. Green said specifications were to go to bid July 13, 1979.

Commissioner McCrea moved approval of the item subject to the condition that cover explanation, comparison, and justification be provided when it is sent to the Board of Supervisors. Commissioner Sanger seconded this motion, which was unanimously adopted.

Resolution No. 79-0287--Authorizing the General Manager of Public Utilities to execute Modification No. 4 to develop training programs for subway operation under the Agreement with the Urban Transportation Development Corporation, Ltd.; and authorizing the Project Director to take necessary actions to carry out the terms of this Modification.

President Pilcher asked if this is an extension of UTDC's contract.

Mr. Sklar replied it is in a whole new area. He said training of LRV operators and station agents is suspended. UTDC has done a magnificent job in implementing Muni's maintenance program. While the firm is here, at a relatively small cost of $105,000 they will undertake the design and construction of the training program. This program will train operators for a $300 million system.

Commissioner Sanger asked if it is more convenient to use a firm already here, and Mr. Sklar replied that UTDC are total transit system consultants. They work in operations, scheduling and financial systems as well as maintenance. He said the resident manager will continue to work, and people brought in will be training operators.

President Pilcher said she met some of the UTDC people in Toronto, and has some concerns. This group supposedly comes from within the management of one organization, and all of a sudden they are doing jobs all over the world. She said she understands they are now hiring many new people who do not work for that system.

Mr. Sklar said implementation people who write the papers and come to San Francisco to do the checking and control work are staff people. Everything is structured by management personnel at the various transit properties that UTDC contracts with. Advice as to what a maintenance system should look like came from senior officials at the other systems.

Commissioner Sanger commented that the vast bulk of person days is from the highest level.

Mr. Sklar said that is correct, because they will be asked to design and structure a system, not to carry out the classroom work. Muni will use its own teachers. UTDC will put together manuals, training programs, curriculums, courses of instruction, and testing mechanisms.

Commissioner Flynn said he has been one of the greatest opponents of UTDC since it has been in San Francisco. He said he will vote for the item, but that the statements concerning the firm's expertise is as far from the truth as possible. Muni was the first contract UTDC ever had. He said, however, that UTDC has done a good job for Muni, but had no background when it came to San Francisco. When the firm obtained some additional work from the PUC it was on the strength that they would go out and hire people to do the work because they did not have the staff.

Mr. Sklar stated that he measures results, which are very good.

Commissioner Flynn said it is fair to measure results, but the background information was not accurate.

Commissioner McCrea commented that over the long term the Commission will wish to continue to hire consultants. He asked Mr. Sklar to develop over the next two months a list of consultants other than UTDC who might be able to do this type of work.

DISCUSSION OF CAPITAL PROGRAM

Responding to a question from Commissioner Sanger, Mr. Sklar stated that staff informed the Board of Supervisors that the PUC would not spend or apply for any more money for the cable car extension to Fisherman's Wharf until a decision was made by the

Board of Supervisors as to whether or not the extension should go forward. He said this item is about 1996 on the priority list.

Commissioner McCrea said he would feel more comfortable discussing the list after he has had an opportunity to study it.

Mr. Sklar explained the format, stating that the breakdown is in three categories--fixed guideways, motor coach, and joint/general. The fixed guideway category includes Muni Metro, PCCs, trolley coaches, and cable cars. The reason for this is that UMTA will provide funds in these categories. In the fixed guideways section there is a series of projects prioritized within the category and prioritized within the total system. Since there are only ten projects in the motor coach category they have been lumped together. The joint/general priority projects can be spread back and forth between rail and motor coach.

Commissioner McCrea asked how Forest Hill Station could be rebuilt for $11 million less than was approved.

Mr. Sklar replied that it seems Muni will run out of money, and it is a low priority item. A full job will be done on the station around 1986. He said he asked staff if there was anything that could be done to make the station usable short of full renovation.

Mr. Rino Bei, Transit Improvement Program Manager, came back with a program costing about $3 million which would make it usable and functional station without spending an extra $10 million.

That includes escalator, elevator improvements, some station improvements, but essentially working around the same structural mode.

Mr. Sklar said the entire program must be approved by the Commission. He said the document presented states the operational priorities.

Mr. Lynn Pio, Transit Environmental Coordinator, said the priorities were essentially recommended by the planning staff of the Municipal Railway, and reviewed by a committee. The rationale for the priorities, or one of them, was to maintain the existing system of operation, including Muni Metro and the PCCs, and that is one of the reasons Geneva Division Maintenance is top priority. The next priority was improvements that would improve service, such as electrification of motor coach lines. Finally, there are administrative items such as office building. Mr. Pio commented that Mr. Darcy Coles of the planning staff did a great deal of work.

Mr. Sklar commented that the priority scheme involved the planning staff, Lynn Pio, Dr. Christensen, himself, Rino Bei, and Darcy Coles.

Commissioner McCrea said this is one of the best jobs he has seen from staff; and it points up the fact that a capital program is necessary.

President Pilcher directed that a discussion of the capital program be calendared as the last item on the agenda for the PUC meeting of July 24, 1979.

Mr. Sklar commented that the LRV update and the capital program are both lengthy non-voting type matters.

Dr. Christensen said approximately $15 million is available, and BART has already requested almost $13 million.

Muni has "nothing on the table" except the TOP program which has already been submitted, but which is now included in the revised categories. He said it is urgent that something be submitted for consideration.

Commissioner Sanger asked about the situation with respect to the new California money.

Dr. Christensen said it is his understanding that the fund that will be available under SB620 will probably go for operations, not capital programs. He said $2.1 million can be claimed as allocable to San Francisco, and San Francisco would share with other Bay area properties in approximately $13 million over 3 years.

Mr. Sklar said that copies of the Municipal Railway Proposed Capital Expenditures are available from Mr. Lynn Pio.

THEREUPON THE MEETING ADJOURNED: 4:25 P.M.

ROMAINE A. SMITH
SECRETARY

MINUTES

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

July 24, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:28 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger; Commissioner Henning arrived at 2:32 P.M.

The minutes of the special meeting of July 3, 1979, were approved.

The minutes of the regular meeting of July 10, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0289 HH Authorizing bid call for HH Contract No. 582- South Van Ness Avenue, Sixteenth to Army Street, South Van Ness to Mission, Underground Duct System. Estimated Cost: $504,000 (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0290 HH Awarding HH Contract No. 571- M Streetcar Line Extension, Trolley Overhead Construction and Feeder Undergrounding- to Abbett Electric Corporation, San Francisco, California in the net amount of $230,256. (Power Improvement Program/Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0291 HH Awarding HH Contract No. 545- Outer Mission Substation, Install Auxiliary Equipment- to Abbett Electric Corporation, San Francisco, California in the amount of $37,600. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0292 HH Accepting as satisfactorily completed work under HH Contract No. 532, N Line Streetcar Overhead System, Conversion for Pantograph Operation and Sunset Tunnel Electrification; approving credit modification of $1,260.98; and authorizing final payment of $67,248.99 to Amelco Electric, Contractor. (Power Improvement Program/Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0293 W Awarding WD Contract No. 1772- 18 Inch Steel Main Installation in Clarendon Avenue and Laguna Honda Boulevard- to W.R. Thomason, Inc., Martinez, California in the net amount of $257,505.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0294 W Approving collection of Water Department claims for damages against miscellaneous debtors in the amount of $11,608.15, month of June, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0295 M Approving modification in the debit amount of $5,388 to provide funds for the installation of platform extensions at West Portal Station, under Contract No. MR-646R- Market Street Subway, Subway Platform Extensions. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Flynn, seconded by Henning, the following resolution was adopted:

79-0296 M Rejecting all bids received for Contract No. MR-660R- Furnish and Install Metro Agent's Booth and Related Systems; Install Fare Collection System; and directing the Municipal Railway to readvertise for bids.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0297 M Approving cancellation and write-off of uncollectible accounts receivable more than 90 days past due, amount $782.35; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $14,358.12, month of June, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0298 M Approving payment of claims, amount $86,880.01 from Municipal Railway revolving fund, month of June, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

[illegible] W

[illegible]

[illegible]

[illegible] A

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] A

[illegible]

[illegible] A

[illegible]

[illegible]

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0288 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $98,450.00

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0299 M Approving supplemental appropriation, amount $4,110, to provide funds for supervisorial differential adjustments, effective July 1, 1978 for positions 7225 Transit Paint Supervisor I and 7212 Equipment Supervisor, in compliance with the Salary Standardization Ordinance.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0300 HH Opposing federal classification of the Tuolumne River as a "wild and scenic" or recreational river below Hetch Hetchy Reservoir; and urging Congress to take jurisdiction specifically over the Tuolumne River until such time as Congress has determined that the national interest would be best served by development of the River, and the proposed Tuolumne River development has been demonstrated to meet all the necessary environmental and engineering requirements.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning No- Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0301 W Rejecting all bids received for Water Department Contract No. 1765- 8 Inch Ductile Iron Main Installation in Front Street, Market to Clay Streets; and directing the Water Department to investigate working conditions and if necessary modify plans and specifications and readvertise for bids.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0302 W Authorizing the General Manager and Chief Engineer of the Water Department to execute a revocable land use permit to W. Hollis Cooper for Christmas tree sales purposes from November 15th through December 31st of each year for certain Water Department property located in the City and County of San Francisco, at an annual seasonal permit fee of $4,000, further subject to permit fee review and adjustment every 3 years if not sooner revoked.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Harding, seconded by Hurst, the following resolution was adopted:

H.R. 12787 Requesting the Committee on Ways and Means to authorize the issuance of certain bonds for the Chesapeake Bay Bridge-Tunnel Commission.

Whereas, Byrd-Fitzhugh, Hurst, Blunt, Harding and Jones

On motion of Harding, seconded by Hurst, the following resolution was adopted:

H.R. 12788 Requesting appropriate committees of the House of Representatives to provide funds for industrial development assistance, pursuant to Acts of Assembly 1973 Regular Session, Chapter 1 and 1974 Extraordinary Session, in conjunction with the Salem Stockyards Company.

Whereas, Byrd-Fitzhugh, Hurst, Harding and Jones

On motion of Jones, seconded by Blunt, the following resolution was adopted:

H.R. 12789 Requesting Congress pass legislation on the Tennessee River - a multi-use project - to provide navigation, flood control, hydroelectric power, industry, recreation, and water supply benefits to the Tennessee Valley and to the Southeast. Since total user fees in connection with the mainstem dams of the Tennessee Valley Authority would be best served by development of the river, and the proposed legislation would benefit the Tennessee Valley, be it resolved that the Tennessee Valley Authority and Congress [illegible]

Whereas, Byrd-Fitzhugh, Hurst, Blunt, Harding and Jones

On motion of Jones, seconded by Blunt, the following resolution was adopted:

H.R. 12790 Calling on the Congress to provide for other depreciation contracts for a tax credit, [illegible] transportation of Foreign Trade Zones, Border to Tax Authority, and including the Foreign Commerce Zone in transportation [illegible] be it resolved, [illegible] Congress [illegible]

Whereas, Byrd-Fitzhugh, Hurst, Blunt, Harding and Jones

On motion of Jones, seconded by Hurst, the following resolution was adopted:

H.R. 12791 Authorizing the Commonwealth Transportation Board to [illegible] Highway [illegible] Commonwealth [illegible] Jones, Hurst, Blunt, Harding and Jones

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0303 W Authorizing the General Manager and Chief Engineer of the Water Department to execute a revocable land use permit to Jerry Klima, Jr. for Christmas tree sales and open air sales purposes for certain Water Department property located in the City and County of San Francisco commencing August 1, 1979, at a monthly permit fee of $250, and further subject to permit fee review and adjustment every 3 years if not sooner revoked.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0304 M Approving plans and specifications titled: Carl Cole Muni Park Reconstruction RP 803 for development of Lot No. 5 Block No. 1268 commonly known as the Municipal Railway property surrounding the West Portal of the Sunset Tunnel; and directing staff to issue a revocable permit to the Department of Public Works for construction of such a park; and authorizing public use of this property for park purposes.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0305 GO Approving appropriation of monies necessary to implement the provisions of the Mayor's Emergency Proclamation of May 21, 1979; and directing the General Manager of Public Utilities to submit required supplemental appropriation requests to effect pay raises legally payable to employees of the Public Utilities Commission for the period December 1, 1978 through June 30, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

On motion of Sawyer, seconded by Flynn, the following resolution was adopted:

19-0390 A Authorizing the General Manager and Chief Engineer of the Water Department to sign a revocable land use permit to Jerry Flynn, dba, for outdoor area sales and open air sales purposes for certain water department property located in the City and County of San Francisco commencing August 1, 1977, at a monthly permit fee of $750, and further authorized to execute the permit and a contract every 2 years if not sooner revoked.

Yes: Ammiano, Cooper, Flynn, Hennessy, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

19-0394 Approving plans and specifications relative to Contract No. 1000, Work Improvements in 101 Ocean-Avenue at Lot 001, Block 6197, commonly known as the Municipal Railway property, surrounding the west tower of the Ocean Tower, and directing staff to issue a structure permit to the Department of Public Works for construction of such a park and authorizing public use of this property for park purposes.

Yes: Ammiano, Cooper, Flynn, Hennessy, Sanger

On motion of Mosser, seconded by Hennessy, the following resolution was adopted:

19-0392 Approving appropriation of monies deposited in Account the provisions of the Mayor's Emergency Proclamation of May 11, 1979, and directing the General Manager of Public Utilities to submit required supplemental appropriation ordinance or ordinances to raise legally revenue to employees of the Public Utilities Commission for the period December 1, 1979 through June 30, 1979.

Yes: Ammiano, Mosser, Flynn, Hennessy, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar

California Highway Patrol Safety Inspection of Muni Buses

Mr. Sklar reported that the California Highway Patrol has upgraded Muni's overall maintenance rating from "C" to "B". Muni is now in the satisfactory category for the first time in years.

Minority Business Participation

Mr. Sklar suggested that the last quarterly report by Mr. George L. Newkirk, Contracts Compliance Officer, be available to the Commission for the next 2 or 3 weeks. If the Commission wishes discussion on the report, staff will place the item on the PUC agenda for August 14, 1979.

Driver Availability

Driver availability is needed to match vehicle availability. Staff and the TWU are working together through a series of meetings at each of the divisions to attack 3 major problems-- the driver who chooses not to come to work an inordinate number of times; drivers carried on the rolls although they are on long term industrial disability or sick leave; and questions of flexibility and work scheduling.

Trolley Coach Rebuild Program

Muni will be examining two types of hardware for the rebuild of the trolley coach system. Ohio Brass, the supplier for many years, has not kept up with technology, while the "Europeans have raced ahead".

Southern Pacific Railway

Mr. Leonard Snaider, Deputy City Attorney, dealing with problems concerning Southern Pacific reported today on the status of the legal, legislative and public relations aspects of this matter. An administrative judge of the Interstate Commerce Commission has ruled that Southern Pacific can abandon its service. Staff disagrees with this ruling, which will come before the ICC within the next 2 months. Staff will be vigorous participants in endeavoring to get the ICC to understand what the President said; that is, that transit activities can not be abandoned and save energy.

Muni will be joining with SamTrans and Santa Clara Transit in this endeavor at the ICC level, and to the courts if necessary. Muni is also negotiating with Southern Pacific, along with SamTrans and Santa Clara, on the maintenance of service and subsidies for same. The last proposal put forth by the S.P. "hours after the administrative judge's ruling was "absurd". Along with SamTrans and Santa Clara, Muni has presented an alternative proposal to the S.P. in the hope of maintaining service at a reasonable cost allocation among public and private sectors.

City-wide Retroactive Pay

Mr. Sklar said a pro forma supplemental appropriation for funds the Controller needs for Public Utilities has been prepared so funds will be available. Monies were set aside by the Controller City-wide in last year's City surplus.

Tuolumne River Classification

Mr. Sklar stated staff did not participate in preparation of a Chronicle editorial urging the PUC to act in a particular manner. Mr. Sklar said it is not his practice, nor will it be, to attempt to lobby issues before the Commission in the media. Once the Commission establishes a position, Mr. Sklar said he will work with the media.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Transport Workers Union Trust Fund

President Pilcher commented that at the PUC meeting of July 10, 1979, the concensus was that the Commission should have appointees who are responsive to the Commission in reporting to the Commission and attending meetings. For that reason, with thanks and appreciation, the Commission is sending letters to Messrs., Carroll and Buckley informing them that their appointments are terminated.

Also, it was brought to the Commission's attention that there had been allegations regarding the Trust Fund Board. These allegations were referred to the District Attorney, who is investigating, but does not have any substantiation of the allegations at this time.

These two matters are not related, but the Commission wishes the public to know that it is aware of the actions taking place.

Minority Business Enterprise Report

Commissioner H. Welton Flynn requested that the report recently distributed to the Commission be scheduled for discussion at the PUC meeting of August 14, 1979.

PUC Rules of Order

Commissioner Peter McCrea stated that several months ago he and Commissioner Flynn were designated as a committee to recommend changes in the Rules of Order of the PUC, with respect to executive session announcements and public participation. With the aid of McMorris M. Dow, Utilities General Counsel, two amendments have been drafted. One of them is an addition to Rule 11, and says "the Commission may, with appropriate notice, meet in executive session to consider and act upon matters authorized by Charter Section 3.5F and the Ralph M. Brown Act (Government Code Section 54950 etc). At such executive sessions the Vice-President shall record any decisions made in the executive session. Any decisions made shall be announced at the next regular meeting of the Commission".

Commissioner McCrea said the Commission has been following this practice. The amendment will benefit future Commissions. The other amendment has to do with public participation, and would replace Rule 18 as now written, as follows: "The privilege of the floor shall be granted to any member of the public or officers of the City and County of San Francisco, or their duly authorized representatives, for the purpose of commenting on any question before the Commission. The presiding officer shall be the judge of the pertinence of such comments, and have the power to limit this privilege if in the presiding officer's opinion the comments are not pertinent to the question before the Commission or the comments are merely reiterative of points made by previous speakers. The presiding officer may limit to 3 minutes the time allotted to each speaker, provided, however, that the time may be extended with the consent of at least 3 Commissioners".

Commissioner McCrea requested that the amendments be calendared for the PUC meeting of August 14, 1979.

Commissioner John M. Sanger said a provision for automatic rotation of officers had been discussed, and asked if this could also be considered, to which Commissioner McCrea agreed.

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Resolution No. 79-0304--Approving plans and specifications titled; Carl Cole Mini Park Reconstruction RP 803 for development of Lot No. 5 Block No. 1268 commonly known as the Municipal Railway property surrounding the West Portal of the Sunset Tunnel; and directing staff to issue a revocable permit to the Department of Public Works for construction of such a park; and authorizing public use of this property for park purposes.

This item was taken out of order.

Mr. Curtis E. Green, General Manager, Municipal Railway, stated that this is an extension of a small park west of the Sunset Tunnel, and offers no problems to Muni. He said, however, that gardening should be done by the Recreation and Park Department, as is done in other parks.

Resolution No. 79-0296--Rejecting all bids received for Contract No. MR-660R- Furnish and Install Metro Agent's Booth and Related Systems; Install Fare Collection System- and directing the Municipal Railway to readvertise for bids.

At the suggestion of McMorris M. Dow, Utilities General Counsel, this item was removed from the Consent Calendar and considered as a separate item.

Mr. Dow recommended that all bids be rejected, and that the contract be readvertised because of defects in the low bid.

President Pilcher said that recognizing the necessity for having contracts meet the MBE and affirmative action requirements, this contract should be rebid. On motion of Commissioner Flynn, seconded by Commissioner McCrea, the Commission voted unanimously to reject all bids received and to rebid the contract.

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Resolution No. 79-0300--Opposing federal classification of the Tuolumne River as a "wild and scenic" or recreational river below Hetch Hetchy Reservoir; and urging Congress to take jurisdiction specifically over the Tuolumne River until such time as Congress has determined that the national interest would be best served by development of the River, and the proposed Tuolumne River development has been demonstrated to meet all the necessary environmental and engineering requirements.

Mr. Sklar stated that the reason for bringing this matter before the PUC now is the up-coming hearings by the Federal government on the question of the status of the Tuolumne River. It is felt that the Commission, as an interested party, should be prepared to testify, and staff needs to know the position of the Commission.

Commissioner Sanger asked to whom notice was sent that this matter would be on the calendar today.

Mr. Sklar replied that notice was sent to the regular list of people who receive calendars.

Commissioner Sanger commented that the Commission has made commitments in the past to give adequate notice to everyone interested in the Tuolumne River, particularly people who are outside the City.

He said he found out about this item on Friday, and it is not appropriate for the PUC to act on the issue today. He said a discussion should be held since many people have made a major effort to attend in order to speak to the matter.

Responding to a question from Commissioner Flynn, Ms. Romaine A. Smith, said the list of parties to whom calendars are regularly sent includes Friends of the Earth, Friends of the River, the Sierra Club and in some cases more than one person belonging to an organization receives calendars regularly. Calendars are mailed on Friday, she said.

Mr. Oral L. Moore, General Manager, Hetch Hetchy System, explained that the long awaited report on the wild and scenic status of the River has been released to the public subsequent to the PUC meeting of July 10, 1979. Staff was only able to prepare a resolution for the calendar this past Thursday. There is urgency because public hearings have been set in Sonora for August 4, in Modesto August 6, in San Francisco August 9, and in Oakland on August 11, 1979. All of these meetings precede the next scheduled meeting of the PUC, and it is necessary for the Commission to establish a position for staff guidance.

Commissioner Sanger stated that written comments may be sent in response to this study by September 15, 1979. He said he does not see a problem with the Commission taking action at a later date which would permit sending a written response.

Mr. Sklar said an agency as vitally concerned as the Commission should present oral testimony at the hearing.

Commissioner Sanger commented that the PUC is being "pushed into something" by the National Park Service.

Mr. Moore explained that San Francisco, together with the Turlock and Modesto Irrigation Districts, have a pending application before the Federal Energy Regulatory Commission for a development project on the Tuolumne River.

The Wild and Scenic Study Report considers several alternatives, including the alternative of development. The report makes no recommendation, but does list as a preferred alternative designation of the River from its source on Mt. Lyell to Don Pedro Reservoir as either a wild and scenic or recreational river. Such a designation would bar any further development on the River, and would bar the project for which the City has filed. Therefore, it is necessary for the Commission to take some further position now with respect to the Wild and Scenic River Study. He recommended that the PUC oppose designation of the River at this time. The reasons for doing so, he said, are as persuasive now as those given prior to the filing of the preliminary permit, and perhaps even more so.

The project has the capability of producing hydroelectric energy of a capacity of 400 megawatts, with an average annual energy production of over 800,000,000 kilowatt hours, which is sufficient energy to provide the complete needs of 80,000 four-person households. This is at a time when energy is of prime concern not only in San Francisco and California, but in the nation. The production of the proposed hydroelectric development would be roughly equivalent to 1-1/4 million barrels of oil annually. In California, at the present time, almost all proposed development for steam generation is at a stand-still.

It is generally conceded that California wishes no nuclear power plants. California has as much trouble obtaining oil for oil-fired power plants as the rest of the country. Some agencies in California are considering coal plants, but it is generally conceded that California's clean air requirements would nearly prohibit any form of coal-fired steam power generation. This leaves very few viable alternatives to meet power requirements in the future.

Within the past few weeks the feasibility report has been updated by R.W. Beck Company. The results show that benefits flowing to the 3 agencies in terms of hydroelectric power either for consumption within those agencies or distribution to other parts of California would be $28 to $36 million annually. San Francisco's share would be 50 percent.

Mr. Moore said he recognizes that there are other values on the River, but at this point it is important to indicate to Congress that San Francisco opposes designation of the River until further studies have been completed. If this is not done development will foreclosed.

Responding to President Pilcher, Mr. Sklar explained that the resolution states that the Commission recognizes that Congress has the right in the national interest to make a determination as to how the nation's rivers will ultimately be used. and what protections will take place. The resolution does not say there will be no wild and scenic river ever. The resolution prohibits San Francisco from any development on the River until Congress makes a decision. He said there are some alternatives to immediate development of power, conservation being the most possible one. He said the idea that this country is "going to turn around" and conserve all the energy it needs so that no new facilities are necessary is a "pipe dream". The loss of a river would be regrettable.

"The continued building of nuclear power plants with their attendant wastes and dangers would be insane and suicidal. The resolution is asking Congress to sit on this for a while, keep options open, let the debate continue, let all the projects be laid out with all the impacts, and let Congress at some future time, based upon future energy needs, decide how this River shall be used".

Commissioner McCrea asked if Hetch Hetchy is pursuing other development alternatives on the River besides Wards Ferry and Clavey, and Mr. Moore answered, "Yes".

Commissioner Sanger referred to the economic development accounting in the report.

Mr. Moore stated that the figures have been updated and are no longer current.

Commissioner Sanger said he is not too concerned with the actual numbers, but with the relative effects of different alternatives. There are 5 alternatives explored in the report for designation of different segments of the river for different purposes. He said Wards Ferry Project is shown as less than 3 percent of the total. He said it would seem that the Commission could reach more refined position than the one taken in the resolution with respect to discrimination regarding various options available or that should be available. He said it has been clear for a long time that Wards Ferry has no benefit that would justify its construction without considering the loss in values associated with recreation and scenic value and wilderness value.

Mr. Moore said he does not necessarily agree, and staff is not asking the Commission to make that decision at this time.

Commissioner Sanger said he is talking about economic justifications for pursuing the project.

Mr. Moore said that may also change. There are two things involved in Wards-Ferry-- development of a potential domestic water supply for part of Tuolumne County, and some hydroelectric development.

President Pilcher opened the meeting to the public. She said speakers would be limited to 3 minutes per individual, and 5 minutes per group. Since 18 people signed cards to speak she asked that comments not be repeated.

Mr. John McMahon, representing Operating Engineers Local 3, supported staff's recommendation.

Mr. Alvin Greenberg, representing Sierra Club River Touring Section, said that due to the inadequate notice, most of his organization's speakers, who have a great deal of expertise on the subject, could not attend today's meeting.

He urged the Commission to take action after the public hearings, and really hear what the people have to say. He said he disagrees with the statement in the proposed resolution that the Tuolumne River is capable of generating large amounts of hydroelectric power.

He said the proposed projects would supply intermittent peaking power, and would not supply households, but would supply air conditioners in Modesto and Turlock, irrigation pumps in the San Joaquin Valley, and San Francisco with some money-perhaps only $4-1/2 million. He said President Carter has called for energy independence and for reduction of American dependence on foreign energy supplies, the President also stated that the environment will not be neglected, but will be protected.

The proposed project would save less than 4,000 barrels of oil per day, which is .03 percent of the total oil imported into the country. He asked that the PUC consider an innovative and rigorous conservation program in San Francisco, which the late Mayor George R. Moscone mandated as being necessary before any additional power sources were developed.

He said the economic well being of the State and Nation would not be served by developing the River. The Wild River Report, he said, stated that the national and State benefits would be a negative $7,000 a year if the projects were to be built.

He said the statement that there remains an extraordinary hydroelectric potential on the River is incorrect. Secretary of the Interior Cecil Andrus has stated that the best hydro sites in the western U.S. have already been taken. Mr. Greenberg advocated energy conservation and solar energy.

Mr. Mark Dubois of Friends of the River, speaking as an individual said that 59 percent of the people in San Francisco voted to protect the Stanislaus River. He said 20 or 40 years ago dam building looked "like a great idea".

He said the Corps of Engineers can not get into the creativity of looking at alternatives such as conservation. He said over 50 percent of the energy is wasted in the United States. He said protecting the River for the next 50 years in a wild and scenic river status leaves options open for the future. Allowing the river to be destroyed now takes away options for the future. He advocated a wild and scenic river status.

conservation zones. Also, he is taking short economic statistics for possibly the district.

Mr. Moore said conservation also always. There was too chance to survey in Marin-Sonoma development of a potential domestic water supply for part of Petaluma County, and some improvement development.

President Pilcher opened the meeting to the public. Ten zero speakers would be limited to 3 minutes per individual, and 2 minutes per group. Since 12 people signed cards to speak, he asked that comments not be repeated.

Mr. John Wilson, representing Contra Costa Industry Council, supported strongly recommendation.

Mr. Alvin Boomsma, representing Sierra Club Olympic Section, said that due to the inadequate notice, most of his organization's members, who have a great deal of expertise on the subject, could not attend today's meeting.

He urged the commission to take action after the public hearing and really look after the people's rights. He said he disagrees with the statement in the proposed resolution that the following river is suitable for generating large amounts of hydroelectric power.

He said the proposed projects would supply inexpensive peaking power, and would not supply dependable, low cost base power, and would be modern and Turlock, Merced and Tuolumne in the San Joaquin valley, and San Francisco with the Hetch-Hetchy only 34-1/2 million. He said Governor Carter has called for energy conservation and for reduction of foreign dependence in energy supplies. He presumed also stated that the environment will not be neglected, but will be protected.

The proposed projects would save less than 4,000 barrels of oil per day, which is .04 percent of the total oil imported into the country. He asked that the job consider innovative and high cost conservation programs in the priorities, such the late Dr. Schumacher. Measures mentioned as being necessary before any additional power sources were developed.

He said the economic well being of the state and nation would not be served by destroying the River. The wild River report, he said, stated that the natural and scenic benefits would be a negative if the project were to be built.

He said the statement that their region, on coordinated hydroelectric potential on the River is inadequate. Incidentally in the Interior Coast Range the reason that the best hydro sites in the region are not already been taken. Mr. Boomsma advocated energy conservation and solar energy.

Mr. Earl Cooper of Friends of the River, speaking as an individual said that 57 percent of the people in the Sacramento area produce the Sacramento River. He said 40 or 50 years ago the California looked "like a great lake."

He said the Corps of Engineers has not met its responsibility of looking at alternatives such as conservation. He said conservation of the energy is needed in the United States. He said that protecting the River for one user is a wild and scenic river stand. Protecting open space for the rivers is the destroyer and takes away opportunity for future generations. He advocated a wild and scenic river status.

Mr. Bob Melville, said it is essential that people develop an attitude of conservation, not just for resources, but as a life style. He said the Tuolumne is the last of its quality in California, and to destroy it would be an absolute crime. He spoke in favor of wild and scenic protection of the Tuolumne River.

Mr. Joseph A. Daly, representing ECHO: The Wilderness Company, stated that national priorities are shifting, and the PUC can no longer view its job as one of promoting energy consumption. Instead, the public must be instilled with a sense of energy conservation. The President said, "Every act of conservation is an act of partriotism". This is the nation that started national parks. In 1968 the U.S. Congress extended this concept of privileged lands with the creation of a national wild and scenic river system. It became national policy that certain sections of rivers which with their immediate environments possess outstanding remarkable scenic, recreational, geological, fish and wildlife, historic, cultural and other similar values shall be preserved in their free flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations.

He said he would hate to think that the PUC is the group which raped the river to reap a profit.

Mr. Lawrence Camp invited everyone to a river rafting trip on the Tuolumne River, particularly Clavey Falls. Hydroelectric power has an appeal on the surface, but stands to destroy a beauteous deep canyon. Nature's domain is a non-replaceable resource. He said people are too willing to bend to industrial interests which need large expenditures of capital to justify rate increases and profits rather than be realistic and find non-damaging and non-threatening means to produce needed power.

Mr. Paul Burt said books have been written about the great rivers of America, and the Tuolumne is almost always mentioned, particularly Clavey Falls. He said it would be worse than criminal for this wild and scenic river to be lost to California and the nation. If increased usage of power is continued sooner or later the nation will run out of rivers. It is better to look for an alternative now.

Ms. Catherine Rotta, a graduate student of architecture at the University of California, said national resources should continue to be conserved, and people do not need to waste as much as is being wasted now.

Ms. Monte Near said she was speaking for a group of teen-agers who are concerned that there will not be any rivers left. Many thousands of young people are very interested she said.

Mr. Dick Roos-Collins, representing Friends of the River, said he is interested in the economic aspects of the project, and questioned accounting assumptions. He said conservation is not a pipe dream. The National Academy of Scientists has estimated that 35 percent growth in the nation could be accommodated by the year 2010 by not developing any more power plants, but by means of conservation. The State Energy Commission has estimated that between 15 and 30 billion kilowatt hours per year could be saved in the State by conservation, and has estimated that conservation produces new energy at a cost of 1/5 of new development.

Mr. Thomas M. Huntington, representing Friends of the River, said there are 6,000 miles of rivers in California, but less than 50 miles of wild and scenic rivers on the upper Feather River and the Tuolumne. Both of these are in the Sierra Nevada mountains, and accessible to a large number of people in urban areas. There are a few rivers in the scenic system up on the north coast. He asked that the PUC not oppose designation of the Tuolumne as a wild and scenic river.

Mr. Drew Dougherty said he has rafted and kayaked and camped on the Tuolumne River and it should be preserved if at all possible. He advocated a comprehensive plan, including simple conservation, with conservation instead of the Clavey-Wards Project, the Tuolumne River could be a show case example of balancing resource development with preservation of the outstanding value of its natural state. A piece-meal plan for energy would be a waste. Should it ever become necessary to use further the power of the Tuolumne, even with conservation, Congress can rescind wild and scenic status.

Mr. Bob Barnes spoke in opposition to any construction on the Tuolumne River, and said that conservation is not a pipe dream.

Mr. John Holtzclaw, representing the Sierra Club Bay Chapter and Friends of the Earth, protested how rapidly this matter is being "rushed through". He said a trip down the river drains away the tensions, and is something everyone needs, and that wild rivers are a diminishing resource in this area. He said a report released in April to the Joint Economic Committee of Congress estimates that conservation and the development of renewable resources like the sun will create 2,900,000 jobs for the year 2000.

Mr. Larry Orman said the Tuolumne River is a unique important national resource. He urged that the Commission not decide on the proposed resolution, but let Congress make the decision.

Mr. Don Briggs showed the Commission toilet and shower restictors. He said if everyone would use these it would save energy equivalent to 11 million barrels of oil a year.

Mr. Phillip Wallin said he is with the Trust for Public Land in San Francisco, but spoke for himself. He said the motivation for the proposal seems to be money, but the City and culture is not so poor that it has to sell its cathedrals for firewood. He said he does not understand why energy conservation frightens people so, and that it is the most cost effective approach.

Ms. Harriet Hunt- no response.

Mr. Mark J. Palmer, representing Endangered Species Committee of California, said it is becoming more clear that the Tuolumne River will not have a dam on it, and urged that the Commission keep that in mind.

Mr. Howard Levitt, said he was present as a taxpayer of the City and County of San Francisco. He said he lives in San Francisco because it has a body politic which tends to support environmental preservation. He said there are a number of options to destruction of the Tuolumne River Canyon, and urged the Commission to defeat the proposed resolution.

Mr. Mark O'Shea opposed river development, and said it is hard to have the attention of the Commission on what is actually going on.

Dr. Thomas E. Harrington, representing Friends of the River, said there are 6,000 miles of rivers in California, but less than 50 miles of wild and scenic rivers [illegible] the Trinity. [illegible] accessible to a large number of people in urban areas. There are a few rivers in the scenic system [illegible] coast. He asked that the PUC not oppose [illegible] of the Trinity as wild and scenic river.

Mr. Gene Dougherty said he was raised and employed [illegible] on the Trinity River and it should be preserved if at all possible. He advocated a comprehensive view, including [illegible] construction, with regeneration [illegible] of the Trinity-Shasta Project. The Trinity River could be a show place example of balancing resources development with protection of the ecological value of its natural state. A [illegible] plan [illegible] would be a waste. [illegible] power of the Trinity, [illegible] wild and scenic status.

Mr. Bob Barrett spoke in opposition to any construction on the Trinity River, and said [illegible] construction is not a wise step.

Mr. John [illegible], representing the Sierra Club Bay Chapter and Friends of the Earth, mentioned the [illegible] this action is being "pushed through". He [illegible] down the river [illegible] away the resources, and is [illegible] there are a diminishing [illegible] in this area. He said a report released in April to the Joint Economic Committee of Congress estimates [illegible] conservation and the development of renewable resources like the sun will create [illegible] jobs for the year 1990.

Mr. Larry Cohen said the Trinity River is a unique important national resource. He urged that the commission not [illegible] the proposed resolution, [illegible] with its decision.

Mr. [illegible] urged the Commission [illegible] power [illegible]. He said if [illegible] would [illegible] energy equivalent to [illegible] million barrels of [illegible].

Mr. Phillip [illegible] said he [illegible]. He said he does not [illegible] and that it is the [illegible] resource.

Ms. Harriet Hunt- in opposing.

Mr. Mark J. Palmer, representing Endangered Species Committee of California, said [illegible] is important more than that the [illegible] will not have a [illegible] and urged that the commission keep that in mind.

Mr. Howard [illegible], said he was present [illegible] of the City and County of San Francisco. [illegible] environmental [illegible] the Commission to defeat the proposed resolution.

Mr. [illegible], [illegible] development, said it is late to [illegible] the attention of the commission [illegible] actually [illegible].

Mr. Sklar said he is an absolute believer in conservation and loves the River. The proposed resolution does not say to build a dam. It says that this Commission is not prepared at this point to do anything but ask Congress to not lock out a decision for all time as to what should happen with the River. Wild and endangered status is very irreversible. The resolution asks that the river be left as an open question for ultimate determination by Congress.

Commissioner Sanger said he disagreed, and asked what method is being proposed other than designation as a wild and scenic river if Congress is to retain jurisdiction.

Mr. Sklar replied that Congress can make a determination to have veto power on any energy project,

Commissioner McCrea said that decision should be made when all the facts are known, and not based now on an obviously incomplete analysis of what the potential is.

Mr. Sklar added that in 5 or 7 years it will be determined whether this country is serious about energy conservation, a new style of life, and a slowing down of economic growth. If the country is not serious about it, and is presented with a nuclear or hydroelectric alternative, he does not want the hydroelectric alternative foreclosed.

President Pilcher commented that with zero population growth the population is going to be increasing by vast numbers by the year 2000, so even with conservation and an individual savings by every person there will be more people.

Mr. Moore stated that the current rate of growth in California is about 500,000 people annually.

Commissioner McCrea said he has a problem with the proposed resolution as written, specifically referring to the Clavey-Wards Ferry Project, particularly the Wards Ferry piece of it. He suggested modifying the resolution to delete references to Clavey-Wards Ferry, and discuss instead the fact that there are projects under study which would enhance the hydroelectric and water storage capability of the River. He presented his proposed modifications to the Commission.

Commissioner Sanger asked why water storage should be included, and Commissioner McCrea replied that there may be projects which add water storage on the river. He said the expansion of Mountain Tunnel would add water storage capability to the City.

Commissioner Sanger said the proposed amendments would broaden the scope of the potential projects.

Commissioner McCrea said the proposed amendments do not get the resolution tied up specifically with two projects, at least one of which is of questionable value. He added that the debate focused specifically on those two projects, which is not the intent of the resolution. The intent is to keep the options open until studies can be made of the River in light of the current energy and environmental situation.

Commissioner Sanger said there is a statement in the resolution which is not borne out by the study--that wild and scenic classification would foreclose permanetly any future development of the Tuolumne hydroelectric potential. There are 3 alternatives in the report that would retain potential for further development of hydroelectric potential, but not necessarily the Clavey-Wards Ferry projects. Also, he said, there is nothing that does anything permanently.

He asked Mr. Moore if he had analyzed the impact of any of the alternatives in this report on the mountain power tunnel potential enlargement, on the possibility of raising O'Shaughnessy Dam, on the Clavey Project. There are 5 alternatives, he said.

Mr. Moore replied that each alternative involves classification of a different part of the River, either as wild and scenic or recreational. Any designation would tie up that part of the River, and keep that part of the River in its present status for 1/2 mile either side of the River.

Commissioner Sanger asked if all of the potential power sources would produce intermittent peaking power.

Mr. Moore replied that any peaking plant can be also operated as a base load plant.

Commissioner Henning, moved, and Commissioner Flynn seconded adoption of the proposed amendments to the resolution. All Commissioners voted "aye" except Commissioner Sanger, who voted "no".

Commissioner Sanger moved a second amendment to the resolution--that the last resolved clause be re-stated to say that the "City and County of San Francisco PUC urges Congress to take jurisdiction specifically over the Tuolumne River until such time as Congress has determined that the national interest.....". Commissioner Henning seconded the motion, which was unanimously passed by the Commission.

Commissioner Sanger said that some day he could favor some additional hydroelectric generation on this River. He said he has become convinced over the last several years that there is only one way to promote conservation of anything, and that is to establish limits on the possibilities that exist for continuing to exploit resources. He said declaring the Tuolumne a wild and scenic river would be the best way to preserve the potential in the distant future for using it as an energy resource.

Commissioner McCrea moved adoption of the resolution with amendments, and Commissioner Flynn seconded the motion. All Commissioners voted "aye" except Commissioner Sanger, who voted "no".

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ITEM NO. 12-- Presentation on Status of Muni Metro Implementation.

4:25 P.M. Commissioner Henning was excused from the meeting.

Mr. Farrel Schell, Director, Muni Metro Task Force, made a brief presentation with the aid of slides. He explained that Muni is using the schedule, and that the O'Brien Kreitzberg work did identify and confirm that Muni could not expect to start the N Line until January, 1980. Since then several items have appeared and action has been taken to correct these so that they are within the schedule.

He stated that the N Line is tenative. Certain things have to be done by week 25 and by week 27. He said the first item, which is acceptance of the signal system, is two weeks behind. He said that has less significance if the system is accepted in the middle of August, as proposed. Regarding the advent of project managers, he said Muni Metro is being stretched in some areas of personnel assignments. Project managers are needed who have the time and energy necessary.

Many of those people are holding down two jobs.

Mr. Sklar said there are the usual problems with the Mayor's office, the Board of Supervisors, and the process it takes to get requisitions through. He said he will check with the Mayor's budget office. He said 3 Bechtel employees were hired in May when work was needed for the emergency telephone communications system, and they have been and are very helpful.

Statistical review of the problem report status reveals that a number of the problems reported last time are still there. Mr. Sklar said that many of these things concern Muni's relationship with BART. He said a meeting with BART's Board of Directors with one or two Commissioners could be helpful. If Muni can not get cooperation from BART soon, Muni will move its own work force into their subway areas.

Mr. Schell said the bright spot is the vehicle. Forty-two vehicles have been accepted, and 54 are on board. The last car is due in January. The problems with the vehicle are very much the same as they have been, he said. The propulsion is still suspect, and the doors are still giving some trouble, and there is another modification coming for the doors. There are still difficulties with destination signs, and the question of rail wear has not been resolved.

Responding to Commissioner McCrea, Mr. Schell said, regarding rail wear, that measurements are being made at over 18 points before extensive LRV traffic takes place in order to get some indication of pattern. He said the concern on rail wear comes from Boston.

Mr. Sklar commented that there is also concern about the pantograph collapsing on top of the car.

Mr. Schell stated that there are 162 modifications under discussion with Boeing Vertol. The one referred to by Mr. Sklar is the protection of the roof from shorting out to some part of the overhead electrical system. He said application of an insulation area to protect the steel roof is under discussion.

Mr. Schell explained trouble reports which the operators fill out. In conclusion, he said the experience with the K Shuttle Line has been encouraging, and that there have been very few removals from the line.

Mr. Schell said Muni is focused now on accepting the signal system on August 17, 1979. It is needed for training purposes, and more maintenance personnel are needed than was visualized 3 years ago. Mr. Sklar added that the signal system is one of the biggest problems. It was badly designed, badly specified, and the contractor should not have built one at all. Muni is "stuck with" the manufacturer and designer. It is 4 years late.

Mr. Schell said Muni has started training operators again, which will produce 7 operators per week. The central control dispatch problem and the station agent problem have some federal hurdles to clear.

Mr. Schell said ventilation studies are being done by BART on behalf of Muni Metro. He said rail grinding is scheduled for August 15, 1979.

Commissioner McCrea asked Mr. Sklar if there are second thoughts about the Embarcadero turnaround.

Mr. Sklar said Muni Metro will be operating for many years without an Embarcadero turnaround, if ever. It is far down on the capital improvements priority list.

Mr. Schell said his message is a need for policy of combating slippage.

Mr. Sklar said personnel decisions, funding decisions, contract decisions involve other departments with attendant delays.

Commissioner McCrea said all items causing delay that relate to other City Departments should be listed. A meeting should be arranged with the Mayor to air these matters. On questions of funding meetings should be held with the President of the Board of Supervisors and Supervisor Carol Ruth Silver.

Mr. Sklar said a session will be arranged. He commented that the signal system and to a lesser extent the communications system are the critical items between now and January, 1980. He said staff is considering running an additional service to the N Line in January. All streetcar service would be terminated on the K, J, L and M Lines at Duboce Street; and all streetcars taken off Market Street, and a multi-car shuttle or shuttles would run back and forth from Duboce Street to the Embarcadero beginning the same day as N Line service. Doing this, he said, would accomplish the following. It would get the streetcars off Market Street. It would increase capacity by having all streetcars working in the outlying areas, and the run time from the outlying areas into downtown would be cut.

Commissioner McCrea said that when the N Line starts up people who need to ride the N Line will be pushed off the line by people who want a quick trip up Market Street.

Mr. Sklar said he thinks it can be done.

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ITEM NO. 13--Consideration of the Capital Improvements Program.

Mr. Sklar referred to a series of work sheets given to the Commission describing staff recommendations for prioritization of capital projects. He said there is one complication in that there is misunderstanding between staff and UMTA as to where trolley coach projects are listed.

If agreement can be reached, a prioritization will allow staff to apply for federal funds and begin capital works planning. He said fixed guideway priorities should be considered first. Certain items shown as trolley coach, he said, might end up in a different funding mode. He said the first page lists in sequential order projects involving the cable cars, the 2 rail systems, and the trolley coaches, and indicates which are planned to be implemented first.

Responding to Commissioner Sanger, Mr. Sklar explained that UMTA now has 2 categories of funding for Section 3 of capital projects. The first is a section called "rail", and the second "bus". Under Section 5 funding a category called, "commuter rail" includes only those systems or portions of Muni Metro that ride on exclusive rights-of-way. It would not include trolley coach, cable car except for the turntable, or the outlying portions of Muni Metro that ride on the surface. It could perhaps in future years include trolley coaches or even buses if they rode on exclusive rights-of-way.

He said the Federal Register of the Congressional Record appears to substantiate UMTA's position. The difficulty staff has is that assumptions until a few days ago were that trolley coaches and other elements of the Muni Metro and cable car were included in their fixed guideway category. He said he thinks staff can work out for the first 2 years a way to deal with the first working page with the exception of the cable car, by moving funds in various directions and still complying with UMTA's current requirements.

Responding to Commissioner Sanger, Mr. Sklar said the UMTA rail category for the Bay area is about $20 million a year, to be shared with BART. There is no bus money this year, but it may be as much as $8 million next year. He said the City must move into a more aggressive posture with MTC and BART and AC Transit in obtaining a share for the Bay Area. The Bay Area's share of $20 million compares with the Los Angeles share of $163 million.

There followed a discussion between staff and the Commission on the various items.

Mr. Sklar then summarized the desires of the Commission as follows. It was decided to drop Item No. 14, J Line Extension, further down on the list. Item No. 15- Forest Hill Station would be minimum cost option. Item No. 51- Retrofit 50 Trolley Coaches would be moved up in priority into the second group of 10. Items 31 and onward would be removed up into the second group of 10. Commissioners Sanger and McCrea said this would be with the exception of Item 33- Purchase 24 Articulated Trolley Coaches. Items 31 onward would be cut off when the excess vehicles in the trolley coach fleet has been utilized.

President Pilcher said what is done today is tentative, and Mr. Sklar said a working session will have to be held before the grants hearing. He added that $7-1/2 million has been dropped.

Commissioner Sanger asked about the Cable Car Barn, and Mr. Sklar said its order will not be changed. Staff will give the Commission a list of cable car items. He said it would not make the first grant application. He said it could be moved ahead of Item No. 14.

Mr. Norman Rolfe of the Cable Car Citizen's Advisory Committee spoke against grouping all cable car items together including the extension and then presenting a very costly package for which there may not be funds. He suggested that cable car projects be prioritized and completed over a period of years as is being done with the LRVs.

Commissioner Sanger asked what would happen if Items 19 and 20 were out- Barn Rehabilitation & Equipment Replacement and Rerail Existing Cable Car System. Mr. Sklar replied there would be $29 million in the first group.

Commissioner Sanger commented that in 5 years City might expect $50 million, so there would be about $21 million left.

Mr. Sklar said it is not essential to consider that today. Staff will prepare a package and come back for a discussion.

Mr. Sklar said there is no money this year for motor coaches.

THEREUPON THE MEETING ADJOURNED: 6:00 P.M.

ROMAINE A. SMITH
SECRETARY

[illegible] Commissioner Lavery. Mr. Miller said the legislature [illegible] for the day and is about $2 million a year [illegible] with auto. There is no [illegible] year, but it may be as much as $2 million next year. He said the City was [illegible] a [illegible] appreciation [illegible] and [illegible] Francis in obtaining a place for the [illegible]. The [illegible] share of $20 million [illegible] for [illegible] of $163 million.

There followed a discussion between staff and the commission [illegible] the various items.

Mr. Miller then summarized the status of the [illegible] as follows. It was decided to drop Item No. 14, [illegible] Parkway turnover [illegible] on the list. Item No. 17- Report of [illegible] would be minimum cost option. Item No. 19- Minimum [illegible] Coaches would be [illegible] up to [illegible] the [illegible] Item 16. Items 31 and [illegible] would be [illegible] in [illegible] group of 12. Commissioners Tatum and [illegible] would be with the exception of Item 19- [illegible] [illegible]. Items 31 [illegible] would be [illegible] the [illegible] [illegible] on the [illegible] [illegible] have been [illegible].

Commissioner Tatum said that he done [illegible] [illegible] and that [illegible] a working session will [illegible] to be held before the [illegible] meeting. He added that [illegible] million [illegible] [illegible].

Commissioner Lavery asked about the [illegible] [illegible], and Mr. Miller said the [illegible] will not be changed. [illegible] the [illegible] [illegible] a list of [illegible] [illegible]. He said it would [illegible] [illegible] the first [illegible] application. He said it would be [illegible] ahead of time so. [illegible].

Mr. [illegible] of the City [illegible] Utilities advisory [illegible] [illegible] [illegible] at table for three [illegible] [illegible] the [illegible] and then [illegible] a very [illegible] [illegible] which there may not be funds. He suggested that [illegible] [illegible] be [illegible] and [illegible] over a period of [illegible] [illegible] is being done with the [illegible].

Commissioner Tatum asked what would happen if [illegible] and if [illegible] were [illegible] been established a [illegible] [illegible] and [illegible] [illegible] Lake for system. Mr. Miller replied that would be [illegible] in the first group.

Commissioner Tatum remarked that in 5 years "[illegible] [illegible] [illegible] $50 million, [illegible] there would be about $21 million left.

Mr. Miller said it is for [illegible] to consider that [illegible] will prepare a [illegible] and come back for a [illegible].

Mr. Miller [illegible] there is no [illegible] this year for [illegible].

Commissioner [illegible] adjourned. [illegible].

[illegible]
[illegible]

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Special Meeting

Room 282, City Hall

9:00 A.M.

August 8, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Accounts

Public Service

Personnel & Training

Safety

PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 9:15 A.M.

Present: President Claire C. Pilcher, Commissioners John F. Henning, Jr., John M. Sanger

Absent: Vice President Peter McCrea, Commissioner H. Welton Flynn

RESOLUTION NO.

On motion of Henning, seconded by Sanger, the following resolution was adopted:

79-0307 M Awarding Contract No. MR-671- Muni Metro Subway, Twin Peaks Tunnel and Sunset Tunnel, Emergency Telephone System- to Wismer and Becker, Sacramento, California in the amount of $375,291. (Transit Improvement Program)

Vote: Ayes-Pilcher, Henning, Sanger

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar

Mr. Sklar explained that Contract No. MR-671 is one of the crucial items in the Muni Metro startup program. He said bids came in substantially higher than the original PUC engineer's estimate and only two firms bid. A revised estimate was performed by Bechtel Corporation. Mr. Sklar recommended award of the bid to the lowest regular responsible bidder, Wismer and Becker.

Commissioner John M. Sanger commented that Amelco Electric and another firm seem to keep rotating on PUC awards of electrical contracts. He asked if this could be investigated with regard to possible anti-trust action.

Mr. Sklar stated that he will discuss the matter with the City Attorney, and staff will perform an analysis of electrical contracts awarded. He noted that there are a limited number or electrical contractors. In New York City, he said, the total dollar value as well as the rotation among firms is measured.

Commissioner Sanger inquired if there were any out of State bids.

Mr. Merril R. Cohn, Transit Equipment Engineer, Municipal Railway, said telephone calls were made to several electrical contractors. The firms contacted, including a minority contractor, indicated they have as much work as they can handle.

President Claire C. Pilcher asked why the special meeting was necessary, and Mr. Sklar replied that every day is crucial.

Mr. Cohn added that bids were opened July 27, 1979.

Responding to Commissioner Sanger, Mr. Sklar explained that Bechtel Corporation indicated the engineer's estimate was too low. Bechtel's estimate was $317,227, and the PUC engineer's estimate was $258,000. He said the emergency telephone system is necessary, and that the Muni Metro system opening date will be close to January 14, 1980. This contract, he said, is perhaps the most critical item, assuming that everything is satisfactory with the signal system.

THEREUPON THE MEETING ADJOURNED: 9:20 A.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

August 14, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Accounts
Hetch Hetchy Project	Public Service
Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein
Mayor

Room 282, City Hall

2:00 P.M.

August 14, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
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Water Department	Personnel & Training
	Safety
	PUC Computer Center

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

all To Order: 2:05 P.M.

resent: President Claire C. Pilcher, Vice-President Peter McCrea, Commissioner John M. Sanger

ommissioner H. Welton Flynn arrived at 2:18 P.M.

bsent: Commissioner John F. Henning, Jr..

he minutes of the regular meeting of July 24, 1979, were approved.

iscussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Sanger, seconded by Flynn, the following resolution was adopted:
9-0308	M	Approving application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended, in the amount of $38,145,929.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
9-0309	HH	Authorizing bid call for HH Contract No. 535-M Line Streetcar Overhead System, Conversion for Pantograph Operation and Feeder Undergrounding. Estimated net cost, $763,000. (Power Improvement Program/Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
9-0310	HH	Awarding HH Contract No. 607-Moccasin, Early Intake, and Cherry Valley Buildings, Exterior Painting- to Turner West Enterprises, Fairfield, California in the amount of $56,845.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
9-0311	HH	Requesting the Controller to approve a transfer of funds in the amount of $93,000 for the purchase of a spare power transformer for emergency use at Holm and Kirkwood Powerhouses.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
9-0312	W	Awarding WD Contract No. 1752- Reconditioning Outlet Pipes and Tower, Calaveras Reservoir, Alameda County- to Peckham and Associates, Fresno, California in the amount of $73,500.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0313 W Accepting as satisfactorily completed work under WD Contract No. 1763, Excavation and Repaving for Water Service Trenches; approving debit modification of $1,792; and authorizing final payment of $4,455.10 to Bepco, Inc., Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0314 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $2,441.57, month of July, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0315 W Approving settlement of non-litigated claim of Ann Cecilia Young, Superior Court No. 722-044, against the San Francisco Water Department, in the amount of $4,300.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0316 W Requesting the Controller to approve a transfer of funds in the amount of $11,069.30 to fund the final debit modification of WD Contract No. 1722- Rehabilitation of Dumbarton Pipeline Bridge and Pipes.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0317 M Approving modification in the debit amount of $6,383 to provide funds for various changes in the work, under Contract No. MR-657- M Line Extension, San Jose Avenue at Interstate 280 Overpass, Track Construction and Power Facilities. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0318 M Approving modification in the debit amount of $8,820 to provide funds for the furnishing and installing of flexible conduit and junction boxes for the new lighting system in Twin Peaks Tunnel, under Contract No. MR-662-Lighting System in Twin Peaks Tunnel. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0319 M Approving Contract Change Agreement No. 30 in the credit amount of $29,373.42 to adjust the contract price to reflect the actual cost of force account work performed; and requesting the SFMRIC to approve and execute Contract Change Agreement No. 30, under Contract No. MR-609-Muni Metro Rail Center. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0306 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $87,953.57.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0320 M Authorizing bid call for Contract No. MR-676-Furnish and Install Train Destination Sign System (Platform Display System), in Muni Metro subway stations. Estimated Cost: $1,078.330. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0321 GO Approving traveling expense voucher, amount $598.52, incurred by McMorris M. Dow, Utilities General Counsel, in his trip to Philadelphia, August 1 through August 3, 1979, to attend Boston/San Francisco Committee meeting regarding LRV contract with Boeing Vertol Company.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0322 HH Authorizing the General Manager of Public Utilities to execute Amendment No. 2 to provide for a redirection of the required professional services, at no change in the total payments or fixed fee, under Professional Services Agreement with Systems Control, Inc. (Power Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0323 M Commending Douglas Norberg, Ray Bianchi, and Clarence Chiles for their service and representation in the 1979 Safety Roadeo; and wishing the second place winner, Ray Bianchi, the best of luck as Muni's representative at the 1979 APTA National Bus Roadeo in New York in September, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

9-0324 M Authorizing the General Manager of Public Utilities to enter into a Professional Services Agreement for the temporary employment of John F. Forbes & Company, Certified Public Accountants, for professional services in conjunction with the annual audit to appraise the properties of the San Francisco Municipal Railway, as of June 30, 1979, in accordance with Section 6.407 of the Charter of the City and County of San Francisco, at a total fee not to exceed $40,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

9-0325 M Awarding Contract No. MR-660R2- Furnish and Install Metro Agent's Booth and Related Systems; Install Fare Collection System- to Nibbi/Lowe Construction, Joint Venture in the amount of $1,217,366. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

9-0326 M Appointing, subject to the approval of the Mayor, Mr. George E. Preonas of the law firm of Seyfarth, Shaw, Fairweather & Geraldson, as special counsel to assist the City Attorney in representing Commission's interests during preparation, negotiation and, if necessary, litigation of a new Memorandum of Understanding with authorized representatives of the transit operators.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

9-0327 GO Amending Rule Nos. 6,11,14,16,17 and 18 of the Rules of Order, Public Utilities Commission, City and County of San Francisco.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolutions were adopted:

Approving managerial appointees, effective August 15, 1979:

9-0328 GO A. Nancy Keane, Assistant General Manager, Administration.

9-0329 GO B. Oral L. Moore, Deputy General Manager and Chief Engineer.

9-0330 GO C. C. Dean Collins, Manager, Bureau of Management Information Systems.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0331 Authorizing the Municipal Railway to collect round trip fares in cash on the trips going to Candlestick Park.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

New Trolley Overhead Projects

Commissioner John M. Sanger said he would like some machinery put into effect to come up with a set of design criteria for new trolley overhead projects. The Commission should have an opportunity to see the various alternatives that exist for putting up overhead wires, and evaluating those which seem most consistent with the design objectives of the City with respect to street furniture. He said this could be accomplished by a staff committee, or going to contract for architectural assistance.

Mr. Sklar stated that in addition to questions of aesthetics of design, he has asked for a full evaluation of the two competitive major hardware and design modes for overhead wires--one being Ohio Brass, and the second a Swiss system made in Zurich called K &M. K&M is the standard for most of the major cities around the world now installing trolley coaches. This evaluation will be made before moving into design, and will also include appearance.

Commissioner Sanger said he would like proposed improvements (visible improvements on the streets) to come to the Commission for review before projects are approved. He said this is common in other departments, and has been common for all major projects such as the Market Street Project. He said he is particularly concerned in terms of rewiring Market Street. He said there should be specific review of every street project, rather than approving bid calls for stations or other major improvements.

Mr. Sklar said a basic street plan will come from a design process.

Commissioner Sanger said an evaluation of alternatives could be constructive, not just those that exist.

Commissioner Peter McCrea commented that the Commission has not yet seen all of the objections that will surface to putting up electrical wiring. The Board of Supervisor passed a resolution that the policy of the City be changed to allow continuance of wires on Market Street. This was contingent on lobbying at that time that aesthetics would be improved. It would be worthwhile for the PUC to have conceptual designs on California, Sacramento, Market, and Divisadero Streets to use as a selling tool, as well as on a design basis.

Commissioner Sanger said getting the State PUC to allow PG&E to allocate sufficient monies to attempt to parallel new overhead projects with undergrounding of existing wire should be pursued. If PG&E wires can be undergrounded on the same streets where overhead wires are being put up there is an opportunity to show positive aesthetic changes.

Chin and Hensolt Report

President Pilcher asked when the Chin and Hensolt report, together with staff recommendations, will be presented to the Commission.

Mr. Sklar said he and Mr. Oral L. Moore will look into the matter.

Cable Car Citizens Advisory Committee

President Pilcher stated that several weeks ago the Advisory Committee advised the Commission that it was losing one member and wished to expand the Committee from 5 to 7 members. She said 6 names have been submitted, and directed that this matter be placed on the PUC calendar for the meeting of August 28, 1979.

Uniforms for Women Drivers

President Pilcher said she has heard from a number of women drivers that they are dissatisfied because they do not have uniforms.

Mr. Curtis E. Green, General Manager, Municipal Railway, explained that the vendor is coming from New York to San Francisco week after next to discuss this problem, and to see what can be done under the present contract.

Responding to a question from Mr. Fred Perry of CAPTrans, Mr. Green said there are 50 women drivers.

Violence on Trolley Coaches

Commissioner McCrea commented that the newspaper article regarding violence on trolley coaches indicated Muni is now only in the stage of going out to bid for radios, when funds were authorized in 1977.

Mr. Sklar said that radio installation will begin on October 15, 1979.

Mr. Fred Perry said Muni's requests to the Mayor and Police Commission for some attention should be renewed.

Mr. Sklar stated that the Mayor "is riding the 22-Fillmore line at this moment", and that he has met repeatedly with her and the Police staff. He said there will never be enough individuals to cover every one of Muni's daily 1100 runs. The 22 line will be covered more intensively. Additional work is being done with drivers in terms of protecting themselves and passengers. The Mayor is giving this matter her utmost attention, and the Police Department is being eminently cooperative.

Commissioner McCrea asked about the budgetary problem of funding the transit police.

Mr. Sklar said this problem was solved 7 weeks ago. The transit police will be funded at the 125 person level either through CETA or direct City funding.

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President Pilcher stated that the public hearing to consider application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended, would be heard following the regular calendar.

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Commissioner McCrea requested Mr. McMorris M. Dow, Utilities General Counsel to submit a written report to the Commission of the discussions held with Boeing Vertol in Philadelphia.

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Commissioner Sanger asked if the design and placement of trolley poles is going to be tied in with the light standards along 19th Avenue.

Mr. Moore replied, "Yes".

Resolution No. 79-0323--- Commending Douglas Norberg, Ray Bianchi, and Clarence Chiles for their service and representation in the 1979 Safety Roadeo; and wishing the second place winner, Ray Bianchi, the best of luck as Muni's representative at the 1979 APTA National Bus Roadeo in New York in September, 1979.

President Pilcher read the resolution, and congratulated the winners.

Mr. Green displayed the trophies given to the winners. He said this year Muni hopes to send the winners' wives with them. Since the City can not afford to do that, Muni will be seeking some assistance.

Mr. Green said the Safety Roadeo is very popular with the drivers, and the number of drivers participating is increasing. He pointed out that for 2 years in a row Mr. Norberg has been the most skillful driver.

President Pilcher noted that all 3 winners are from the Woods Division, which speaks highly for that Division.

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Resolution No. 79-0324--Authorizing the General Manager of Public Utilities to enter into a Professional Services Agreement for the temporary employment of John F. Forbes &Company, Certified Public Accountants, for professional services in conjunction with the annual audit to appraise the properties of the Municipal Railway, as of June 30, 1979, in accordance with Section 6.407 of the Charter of the CCSF, at a total fee not to exceed $40,000.

Commissioner McCrea asked why this firm was selected.

Mr. Sklar replied that the firm was selected by the Controller.

Commissioner H. Welton Flynn commented that in the past there was a situation in which staff had recommended a firm different from the one doing the annual auditing. He said he requested at that time that it be done by the same firm in conjunction with the annual audit and is happy to see that this was done.

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Resolution No. 79-0325--Awarding Contract No. MR-660R2- Furnish and Install Metro Agent's Booth and related Systems; Install Fare Collection System to- Nibbi/Lowe Construction, Joint Venture in the amount of $1,217,366.

Commissioner Flynn said this item was taken off calendar at the meeting of July 24, 1979. Staff has always maintained that taking an item off calendar delays it for an impossible period of time. This item came back in order and in time and with a lower bid. He asked that the next time an item is rejected staff bring it back just as quickly.

Mr. Sklar said this work was done at extraordinary speed as it is extraordinarily important.

Commissioner Flynn said staff is to be complimented.

Resolution No. 79-0326--Appointing, subject to approval of the Mayor, Mr. George E. Preonas of the law firm of Seyfarth, Shaw, Fairweather & Geraldson, as special counsel to assist the City Attorney in representing Commission's interests during preparation, negotiation and, if necessary, litigation of a new MOU with authorized representatives of the transit operators.

President Pilcher asked if this matter is moot, and Mr. Sklar replied that Mr. Preonas has been doing the work for the past 10 days. He said the City Attorney could appoint Mr. Preonas without the concurrence of the Commission, as he is a subcontractor to the City Attorney. Since the last Commission meeting Mr. Preonas participated in negotiations which have reached a favorable conclusion, and in which he was very helpful.

Commissioner Sanger noted that the resolution included possible litigation, which is unusual and is rather open ended.

Mr. Sklar said the City Attorney thought it was important because services will be paid for from the litigation fund.

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Resolution No. 79-0327--Amending Rule Nos. 6,11,14,17 and 18 of the Rules of Order, Public Utilities Commission, City and County of San Francisco.

President Pilcher explained that the main change is that the President and Vice-President will serve for only one 1 year terms. One person will not serve as President or Vice-President for 2 or 3 years in a row.

At executive sessions the Vice-President will record decisions which will be announced at the following meeting. She said this has never been in the rules, but has been the practice of the Commission.

Also, this resolution basically clarifies public participation in that the floor shall be granted to any member of the public who wishes to speak, but the President may limit the testimony if it seems redundant or not germane.

Commissioner Sanger said it seems "an obsolete hold-over from "Roberts Rules of Order" that no discussion shall take place until a resolution or other motion has been moved and seconded. He said the Commission often discusses items in order to avoid having a motion or resolution.

Following discussion among Commissioners, Commissioner McCrea moved, Commissioner Sanger seconded, and the Commission unanimously adopted Resolution No. 79-0327, with an amendment to Rule 17 to add "... or until a calendared item has been introduced."

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ITEM NO. 15--Discussion of Second Quarter Minority Business Enterprise Report.

Mr. George L. Newkirk, Contracts Compliance Officer, gave a brief presentation highlighting pertinent information in the second MBE Quarterly Report.

He said minority business participation has been increased on contracts from 4 percent in the first quarter to an overall 22 percent in the second quarter. Each department within Public Utilities has had a significant increase in minority participation, as well as participation by female owned firms.

He explained that the exhibits show the name of the contractor and the amount of minority participation in dollar value as well as in percentages. Exhibits also indicate the percent of subcontract work on each contract, and the percent of minority participation with reference to that subcontract work.

The report includes minority construction firms as well as minority suppliers.

A 25 percent overall goal for minority participation for the year has been set. For the first 6 months of 1979 minority participation is 13 percent. The goal can be met if some minor problems can be resolved. Mr. Newkirk said he is now working with the Controller's Office on one of these problems, which is that the City's pay structure in terms of paying a contractor once an invoice is submitted is lengthy. The minority subcontractors are small contractors that are subcontracting to majority firms. These subcontractors are not able to maintain a cash flow over a 90 day period, and in some cases it takes 90 days to pay the prime contractor so that he can pay his subcontractors.

Mr. Sklar suggested that Mr. Newkirk speak to Mr. Sloan and Mr. Longer of Wastewater Management, where he said the waiting period was cut to a maximum of 26 days and generally as low as 18 to 20 days.

Commissioner H. Welton Flynn complimented Mr. Newkirk on the report, which he said is very comprehensive. He commented that Abbett Electric had 28 percent of the work, and had minority contracts of less than one-half of one percent.

Mr. Newkirk said he met with Abbett, L.K. Comstock and Amelco Electric on August 10, 1979. A lot of that work is presently one company work. Mr. Newkirk is working with them to devise a method to increase those numbers. Also, the minority contractors in the electrical business that are capable of doing the type of work required for the particular jobs are often unavailable. The prime contractor makes contact, and Mr. Newkirk's office makes contact with minority subcontractors prior to the contract going out on the street.

Commissioner Flynn said he would be interested in the composition of the prime contractor's staff, and Mr. Newkirk said this was discussed at the meeting of August 10, 1979.

Commissioner Flynn referred to page 7 of the report, noting that W.J. Gaffney, Pacific Pavements Company, Ltd., and Lowrie Paving Company, Inc., had no minority subcontractors, and no minority value. Gaffney put in some iron mains, Pacific Pavements has the contract for paving street openings, and Lowrie has a small contract. The work amounts to digging ditches and covering them up, etc., which minorities have always done. He asked that Mr. Newkirk let him know why minorities are not covering up some of the ditches for Pacific Pavement. He said he had been concerned about why this contract was so high when it came in. He said some minority participation must be involved in these contracts, which are a different situation from that of the electrical contracts. He said he is not impressed by the percentages, but wants to see how many minorities are participating in these jobs.

Commissioner Flynn said the next time Abbett Electric is awarded a contract, the Commission should know the composition of their staff. In some instances the affirmative action officer has looked to see if Spanish speaking, Blacks, or Filipinos are employed. He would like to know what they are doing in these firms, other than "sweeping the floor". He said some critical things can be evaluated from the report. There is much room for improvement, and there are a few contractors who are not doing anything for the MBE program.

Commissioner Sanger commented that this is particularly noticeable with the contracts that are in effect one bidder contracts such as Pacific Pavements. In the case of electrical contracts, he said what is desperately needed is a new minority electrical contracting firm.

Mr. Newkirk said this was discussed at the meeting with the 3 major electrical firms. Regarding Pacific Pavements, an attempt was made to get minority paving firms in the Bay Area to bid on that contract. Pacific Pavements, in terms of its own employees, is meeting the percentages, and in some cases exceeding them.

Commissioner McCrea said he would go further than Commissioner Flynn's statement, as there are only a few firms that are really doing anything for minority business enterprise. Looking at the statistics in the report, one minority owned firm accounted for $555,000 of the minority dollar value. With the exception of that firm, the only firm close to meeting the stated objective is Ralph Larson & Son.

Mr. Newkirk said, especially with regard to Hetch Hetchy contracts that are mostly duct contracts and single firm contracts, an attempt is being made to work out a solution with the majority firms bidding on those jobs through a joint venture, or some arrangement with the minority firm to teach the minority firm or give that firm experience in those areas. The same thing applies to overhead work, he said. Over the next 4 or 5 years there will be approximately $40 million worth of overhead work. It is intended for staff to work with the majority electrical firms and the unions to establish apprenticeship programs to train individuals for those jobs, and to get the majority electrical firms to work with the minority firms to make them experienced in that field.

Mr. Sklar said that the commitment to getting a higher level of minority business participation is also one of his concerns. It will require that he and Mr. Oral L. Moore do some talking to majority firms. He said he will spend some time in this area in the next 6 months. He and Mr. Moore will meet with Abbett, Amelco, Comstock, etc., regarding joint ventures. Minority subcontracts will be the order of the day. Majority contractors will understand the rules. He said this is his responsibility, as Mr. Newkirk can only do so much with the backing given him.

Commissioner Sanger asked about the "orchestration" between seeking hiring goals with respect to majority contractors that obtain the work and seeking their participation in joint ventures.

Mr. Newkirk replied that with respect to Hetch Hetchy overhead jobs the contractors call the union and take what they get. The minority firms tend to keep a core group of employees.

Responding to Commissioner Sanger, Mr. Newkirk said there are minority paving firms in the Bay Area that can compete with Pacific Pavements. It is a matter of assisting these firms in obtaining the bonding required.

Mr. Sklar commented that the hiring situation, although not perfect, has advanced so much in the past 15 years that it ought not to be the Commission's prime thrust. He said the success that has occurred over the last 15 years regarding hiring should not be traded off for today's success in entrepreneurship. These two situations are separate and distinct and one is not to compensate for the other. There are some trades where there are still a shortage of minorities, the electrical ones in particular.

Responding to Mr. Fred Perry of CAPTrans, Mr. Newkirk said his office has several sources from which to find minority firms. Whenever there is a doubt about whether a firm is a minority firm, the Human Rights Commission can be requested to audit the firm in terms of who actually owns the firm. He said this has been done in the past.

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Resolution No. 79-0331--Authorizing the Municipal Railway to collect round trip fares in cash on the trips going to Candlestick Park.

Mr. Sklar asked that the word "cash" be substituted for the word "coins" in the resolution as it may be necessary to obtain a mechanism that takes dollar bills.

The Commission unanimously adopted Resolution No. 79-0331 with the above amendment.

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Resolution No. 79-0308--PUBLIC HEARING- To consider application to the Department of Transportation for a grant under the Urban Mass Transportation Assistance Act of 1964, as amended, in the amount of $38,145,929.

Mr. Sklar stated that this is a continuation of an item that staff has been working on for a few months. He referred to a capital prioritization document given to the Commission, which is the summary sheet prepared by Mr. Lynn Pio, Transit Environmental Coordinator. From that, based upon discussions with the Commission, a package has been put together which UMTA thinks fits its funding abilities in the next 2 years. The major volume consists of Muni Metro startup costs, probably comprising 40 percent of the total; reconstruction of the Market Street overhead, about 7 or 8 percent of the total; electrification of the 24 and 55 lines, and a replacement item for trolley coach lines comprising about one-third of the other requirements in the City. Of the $38 million, about $15 or $16 million relates to Muni Metro startup, approximately $11 million relates to trolley coach overhead. The other miscellaneous items are related to the maintenance services and specialized vehicles of one type or another for Muni Metro or for general maintenance purposes.

The plan with UMTA includes funding from its 1979 budget, and transfers of certain older funds that were agreed earlier were no longer applicable that remained in inactive status in earlier grants.

Commissioner Sanger said he is disturbed that funding is not being sought for completion of electrification of the 24 line at the same time as the 55 line.

Mr. Moore replied that there is a limit on available funds in the 2 year program, and also on Hetch Hetchy's ability to perform the work. There is still the problem of only 3 contractors in the City doing this type of work.

Commissioner Sanger asked what the additional cost would be to complete electrification of the 24 line.

Mr. Darcey Cole of the Municipal Railway said the cost would be $5.9 million. The cost for electrification of the 55 line would be $3.5 million.

Commissioner Sanger commented that the application is for $5.9 million, and Mr. Sklar added that there will be money for a portion of the 24 line.

Commissioner Sanger commented that another $3.5 million would fund both lines, and asked if it doesn't make sense to at least apply for that additional $3.5 million.

Mr. Sklar said that will be in next year's application.

President Pilcher asked why the first half is being applied for now, and Mr. Sklar replied that the aesthetic planning and design work could be started.

Commissioner Sanger said there will be too much money for engineering and design and not enough to build.

Mr. Sklar said Muni expects to receive $22 to $24 million, which will be increased by 25 percent because of local share. That will account for $28 million. Ten million dollars is expected in transfers for a total of $38 million.

Commissioner McCrea said he would like staff to take the balance of the priority list and extend it out over the next 5 or 6 years so that the Commission will have a forward looking capital expenditure schedule. He said it should also be made clear to the public that certain projects people have been expecting will not be funded in the next 2 years. He said this application has no funding for the Forest Hill Station. Many people in Forest Hills think that station will be rebuilt.

Mr. Sklar agreed, and said staff will prepare a long term 5-year capital program showing year by year activity. This will be broken into 3 phases--planning, design, and construction. Staff will take each line item and indicate which year planning and design, engineering and construction will take place. On Forest Hill Station and the cable car system, where expectations have preceded reality, staff will explain to the community where these projects are, and why.

President Pilcher commented that the Commission has not actually acted on the 5-year program previously presented.

Mr. Sklar said the only actions taken will be the ones taken by the Commission with regard to this application.

Commissioner McCrea requested as a follow-up a 5-year capital program that Commission can look at.

Mr. Sklar said it could be adjusted every year.

Commissioner Sanger referred to Metro Center Overhead Conversions. He said he can not understand why the overhead wire system is being coverted for streetcars when Muni is getting ready to "go to Muni Metro".

Mr. Rino Bei, Program Director, Transit Improvement Program, said Muni Metro and streetcars could be used together for another 2 years. He said the overhead conversions could be done very quickly.

it could be done by Hetch Hetchy personnel in 2 months at the most. He said at present the streetcars must be pushed by the trackmobile once they leave San Jose Avenue.

Mr. Sklar said if this work is not done in the next 6 months, it will not be done.

Commissioner Sanger asked about the Metro Center Annex--what is being done and the priority it is given.

Mr. Sklar explained that at one point there was going to be a new PUC office building. That has been deleted. The Metro Center Annex was going to be the lower level of that building. There was going to be a gilley room for the operators, an electronic shop, and warehousing for parts in the lower level of that building. Perhaps the electronic shop and the warehouse could have been figured into the Muni Metro Center when it was designed 7 or 8 years ago , but they were not, and they are clearly needed now. It will be a low profile 14,000 sq. ft., building.

Commissioner Sanger said he is not happy with the matter of the 24 line. He said application should be made to fund electrification of that line.

Mr. Sklar said money on the item above that--Replace Trolley Coach Overhead Wire (other than Market Street) could be used to move electrification of the 24 line along.

Commissioner McCrea said the real effort should be to package as much overhead work as possible and go national with it rather than rely on local contractors, and to also go national for the design work. Relying on Hetch Hetchy's overworked engineering staff, and pacing the work necessary to their capability is not a good idea because "the people just are not there".

Mr. Sklar said the engineering work can be contracted out. When Seattle put in the new system they searched for an engineering firm that had designed an overhead trolley coach system. They could not find any, except Hetch Hetchy. At the moment the best design work being done in the world is being done in this country by Hetch Hetchy and in Europe by K and M.

Commissioner McCrea said there is the ability to augment design capability that Seattle did not have by using Hetch Hetchy people as supervisors for the design contractor.

Mr. Moore said he does not contemplate any problem with Hetch Hetchy design on overhead. He said Hetch Hetchy can handle the design faster than the local electrical workers' union can handle the work. No contractor will handle the work unless he is assured of obtaining labor from the San Francisco local--that is the constraint.

Mr. Sklar said it may be necessary to meet with the International Electrical Workers' Union.

Commissioner McCrea said he supports Commissioner Sanger in that this application should include the money for all overhead work.

Commissioner Sanger asked the total dollar value of all overhead work, and Mr. Sklar replied, "$12.6 million".

Mr. Sklar said that if the Commission will instruct staff to make sure there is enough in the UMTA application to cover one-third of the trolley coach overhead--Market Street, the 24 and 55 lines--staff will compute the amount. He said it may not be necessary to add money to the application.

President Pilcher opened the meeting to the public.

Mr. Fred Perry of CAPTrans said he agreed with Mr. Sklar that it may not be necessary to add extra funds to the grant application.

Mr. Frank Scheiffler commented that the PUC building for Hetch Hetchy, Water Department, and Muni has been put aside. Since that time the Commission has changed the organization of the PUC. He said the Commission should re-examine the possibility of getting a PUC building.

Mr. Sklar said this would be desirable, but would be a luxury at this time, with little possibility of San Franciscans voting for another building to house administrative personnel, for which a bond issue would be required. He said UMTA has very tight constraints on funds, and can not be asked to take money away from transportation for administration purposes.

Commissioner Sanger asked if the lower building is being designed to take additions, and Mr. Sklar replied, "No".

With respect to an office building, Commissioner McCrea said a possibility is to go to the School District and sign a long term lease for an unused school, and fund the renovation by selling the Water Department building.

Mr. Sklar explained that staff will come to the Commission in a short time with a plan to rent the Patrick Henry School for the engineering group. The Water Department building would bring about $1,200,000. No school would be large enough for all departments and bureaus. As a temporary expedient all engineering for all departments would be at Patrick Henry School. The Water Department building would be used as the financial head quarters for all functions. All of the administrative functions would be at the Municipal Railway.

Mr. Sklar commented that there is a parcel of Water Department land on Bryant Street which would be ideal for a building, which would probably pay for itself in rent from tenants. It would not conflict with the high-rise initiative. This will be considered as a possible future site.

Mr. Moore said staff looked at everything the School District had to offer. He said Patrick Henry is the best school, and meets the earthquake code. Portola Jr. High School would cost $4-1/2 million to make habitable. The neighborhood wants to make senior housing at Portola, he said.

Commissioner Sanger, made a motion to amend the text of the UMTA grant application to include the 24-Divisadero overhead project.

Commissioner McCrea seconded the motion, which was unanimously adopted.

Commissioner Sanger moved adoption of resolution No. 79-0308 as amended, and Commissioner Flynn seconded the motion, which was unanimously adopted.

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Commissioner McCrea requested that the entire cable car program be placed on the PUC agenda for no later than a month from this meeting.

Mr. Sklar explained that staff met with the City's lobbyist last week, and is examining all Federal legislation to determine where the request for cable car restoration will be placed. Staff is working on getting it in President Carter's up-coming budget as a line item.

President Pilcher commented that the Chin and Hensolt report has not yet come before the PUC.

Mr. Sklar explained that the process in Washington will take years.

President Pilcher said she is concerned that in the capital improvement program the extension of the California Line from Van Ness Avenue to Japan town was deleted.

Commissioner Sanger said it would be a good idea to discuss this matter with the Cable Car Advisory Committee.

THEREUPON THE MEETING ADJOURNED: 3:30 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

NOURSE AUDITORIUM

275 Hayes St. (At Franklin St.)

2:00 P.M.

August 28, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:07 P.M.

Present: President Claire C. Pilcher, Vice-President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr.

Absent: Commissioner John M. Sanger

The minutes of the special meeting of August 8, 1979, and the regular meeting of August 14, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0333	HH	Approving modification in the debit amount of $66,508.99 to provide funds for replacement of trolley wire on the N line from 20th Avenue to 58th Avenue, under HH Contract No. 534- L Line Streetcar Overhead System, Conversion for Pantograph Operation and Feeder Undergrounding. (Power Improvement Program/ Transit Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0334	HH	Accepting as satisfactorily completed work under HH Contract No. 550R, West Portal Substation, Install Equipment; approving credit modification of $6,412.29; and authorizing final payment of $23,344.07 to Emil J. Weber Electric Company, Contractor. (Power Improvement Program)
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0335	HH	Approving supplemental appropriation, amount $14,705, to provide funds to adjust the budgeted rate of pay for Class 7279- Powerhouse Electrician Supervisor II.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning
		On motion of Henning, seconded by Flynn, the following resolution was adopted:
79-0336	HH	Accepting the work as being satisfactorily completed, and approving final payment in the amount of $4,835 to Hurdman and Cranstoun Certified Public Accountants, for services to the Water Department and Hetch Hetchy Water and Power in connection with the 5-Year property appraisal, in accordance with Charter Section 6.407.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0337 W Accepting the work as being satisfactorily completed, and approving final payment of $1,924 to the Pitometer Associates, Consulting Engineers, under Professional Services Contract PS-156 dated June 13, 1978, for water waste surveys, leak detection and other hydraulic investigation.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0338 W Accepting as satisfactorily completed work under WD Contract No. 1714, Installation of 6-Inch Ductile Iron Main in Mullen Avenue between Brewster and Rutledge Streets; approving credit modification of $869.20; and authorizing final payment of $492.04 to Dalton Construction Company, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0339 W Accepting as satisfactorily completed work under WD Contract No. 1755, Replacement of Log Boom at San Andreas Reservoir in San Mateo County; and authorizing final payment of $4,239.79 to Bowen Construction, Inc., Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0340 M Approving Contract Change Agreement No. 21 in the credit amount of $10,571.61 to provide for various deletions and changes in the work; and requesting the SFMRIC to approve and execute Contract Change Agreement No. 21, under Contract No. MR-617- Motor Coach Storage and Maintenance Facilities-Phase II. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0341 M Awarding Contract No. MR-672- Muni Metro Subway and Twin Peaks Tunnel- Communications Data Transmission Systems- to Kingston Contracting, Inc., Burlingame, California in the amount of $436,200. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0342 M Approving cancellation and write-off of uncollectible accounts receivable more than 90 days past due, amount $236.62; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $6,715.66, month of July, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0343 M Approving payment of claims, amount $48,638.11, from Municipal Railway revolving fund, month of July, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0332 M Requesting the Controller to draw warrants in settlement of claims aginst the Municipal Railway, total amount $56,550.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0344 W Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to execute an approximate 1.22 acre Land Use Permit to Willow Park Mountain View Homeowners Association for parking and landscaping purposes for certain Water Department property located in Santa Clara County, commencing September 1, 1979, at monthly permit fee of $350 plus reimbursement of taxes and assessments, and further subject to permit fee review and adjustment every 3 years if not sooner revoked.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0345 M Commending the National Aeronautics and Space Administration for its work on the splice detector system; and authorizing staff to implement a trial installation of 10 splice detectors, at an estimated cost of $5,000.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0346 M Granting approval to Brayer Electric Co., to subcontract a portion of Contract No. MR-719 -Lighting Modifications and Improvements at Potrero Shop and Yard and Presidio Shop and Yard- to ABM Lighting Services in the approximate amount of $10,000 for the stated purpose of increasing minority employment.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0347 M Authorizing issuance of Municipal Railway revocable permit to ITT Continental Baking Company, Inc., for driveway purposes, of a portion of land 4 feet by 66 feet east of and adjacent to the Bryant Street Substation, for a consideration of $100 per year plus a one-time permit fee of $350.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by McCrea, the following resolution was adopted:

79-0348 M Approving supplemental appropriation, amount $12,021.39 to provide funds to reimburse Municipal Railway employees for stolen tools under the provisions of the Memorandum of Understanding with the Automotive Machinists Union, Local 1305.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0349 M Approving supplemental appropriation, amount $7,059,170, to provide funds for increased operators' wages for fiscal year 1979-80, in compliance with Charter Section 8.404.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded Flynn, the following resolution was adopted:

79-0350 M Authorizing acceptance of an 18,000 foot Powell-Mason cable from the Broderick and Bascom Rope Company as the property of the Municipal Railway at no charge to the City.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of McCrea, seconded by Henning, the following resolution was adopted:

79-0351 M Approving expansion of the Citizen's Advisory Committee to monitor the Cable Car System Rehabilitation Program, and appointing the committee members.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0352 M Appointing James G. Fussell, Jr., and Albert C. Browning to the Transport Workers Union-San Francisco Municipal Railway Trust Fund-as trustees.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission

resident Pilcher apologized for the inconvenience of moving the meeting o Nourse Auditorium. About 150 people were expected at the meeting, and ecause of the number the Fire Department would not allow the meeting to e held in Room 282, City Hall.

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TEM NO. 7-- SPECIAL ORDER OF BUSINESS

. Approving adoption of the Transportation Plan for the Elderly and andicapped of San Francisco, including the recommendations of the Board f Control.

or

. Approving adoption of the Transportation Plan for the Elderly and andicapped of San Francisco, NOT including the recommendations by said lan's Board of Control, and approving adoption of the recommendations f the Municipal Railway staff.

resident Pilcher explained that in order to accommodate all of the peakers, individual speakers would be limited to 3 minutes, and speakers epresenting an organized group would be limited to 5 minutes.

r. Harold Wilson of Danville, said he has been a paraplegic confined o a wheelchair for 31 years, and has worked for several years on public ransportation of the handicapped. He said he favors the Board of ontrol recommendations. When fuel becomes more scarce larger buses ill get the fuel for the benefit of the greater number. Muni he added, s a franchise and must provide public service for all in the franchised rea. AC Transit ordered 175 buses last lweek with lifts on all of them, nd BART is accessible. Accessibility, he said, is also for visitors nd workers within the Bay Area. Muni has known since February 29, 1968 the date that BART made its decision to integrate public service for he handicapped) that it too must do something for those with less obility.

r. Jim Leinen said he participated as a member of the Board of Control or the elderly and handicapped study. He spoke in favor of the ecommendations of the Board of Control. He said staff recommendations ould not meet the spirit or the letter of the law in terms of ccessibility.

e said the decision to be made will have a profound effect on housands of elderly and handicapped people in this area, not only now but n the years to come. The percentage of elderly and handicapped people n San Francisco is higher than in other major metropolitan areas. any people with disabilities who live in the Bay Area are more inde- endent than those in other areas.

uni staff recommendations, he said, incorporate the basic elements of he recent regulations issued by the Department of Transportation, in hich minimum standards are set.

egulations making public transportation accessible to all have also pened up other aspects of life for people with disabilities, such as ducational and employment opportunities. Disabled individuals do not ave access to other forms of transportation. He said making Muni 0 percent accessible after 10 years will not meet the needs of in- ividuals in this area.

r. Maurice Klebolt, President, CAPTrans, said CAPTrans has stated n the past that public transportation in San Francisco should be ully accessible to the elderly and handicapped. He said a commitment as made to former Commissioner Lydia Larsen that this "fight would ot die a sleeping death".

APTA has lobbied strongly to diffuse the movement of full accessibility, which has resulted in the present 504 indecision which has to be further refined in Washington. MTC has drawn up guidelines for the operators in the Bay Area.

He said he is a member of SPUR, as are 3 members of the PUC, of whom 2 are officers. A report from SPUR is contrary to the recommendations of the Board of Control. This report apparently has been endorsed by the President of the PUC while serving as a vice-president of SPUR, and by the vice-president serving as a director. CAPTrans questions the reasonable assumption that perhaps there may have been at some point in time in the drafting of the position paper something that could violate the Brown Act.

Mr. Michael McGill, speaking for SPUR, said that if the Commission or its counsel has any questions regarding how SPUR has arrived at its position or whether there is any potential violation of the Brown Act, he will be glad to respond.

He said the basic question is how many San Franciscans must use lifts. A report entitled, "A Preliminary Assessment of the Feasibility of Mandating Lifts for New Buses Procured Prior to Transbus" was issued in March, 1978 by Booz, Allen and Hamilton and subsequently republished by the Department of Transportation.

The study concludes that wheelchair lift equipment currently in service is unreliable and costly to maintain. No lift system proven suitable for service is available. The report primarily addresses the question of retro-fitted lifts, and points out that they resulted in increased fuel consumption, increased tire wear, and cracking of the frames in the doors. Lifts presently available and in service encounter an increase in operating costs per transit vehicle of up to 20 percent per year.

The Board of Control report estimates 2 percent.

If Muni were 100 percent accessible, using current operating costs, annual increased operating costs for a fully fitted system would climb from a low of $1.4 million per year to a high of $14 million per year. There is a question of the magnitude of need. The Muni Elderly and Handicapped Accessibility Study defines 50,000 persons as being transit handicapped in San Francisco. A far smaller number is dependent upon wheelchair lifts. Perhaps 300 round trips per day would be made where use of lifts is required.

SPUR believes that strict adherence to Federal guidelines is the appropriate course of action. This means that handicapped accessibility will be attained through purchase of new lift equipped buses, rather than a program of retrofitting--that Muni has 10 years to become 50 percent accessible for LRVs and diesel coaches. With respect to trolley coaches it is a negotiable item. SPUR, he said, supports Option B.

Mr. Walter O'Donnell, said he has arthritis and has difficulty getting on and off buses. He said there will be a law suit because Mr. Richard Sklar, General Manager, Public Utilities, made a public statement to the Muni Coalition not to retrofit buses. Federal funds are involved. Mr. O'Donnell said he will see Congressman Philip Burton, who will do the legal work, and he will also ask him to freeze the funds at the Federal level. He said it takes 3 seconds to drop the lift and 5 seconds to bring it up. The lift can be dropped for someone with a cane, crutch, wheelchair or walker. Also, he said, handicapped persons will not be traveling during rush hour.

Mr. Lyle Peterson, Coordinator of Elderly and Handicapped Programs, Municipal Railway, arrived at the meeting, and President Pilcher asked him to give his presentation.

Mr. Sklar prefaced Mr. Peterson's remarks by stating that Mr. Peterson's statement is derived from his work, his staff's work, and the activities of the Board of Control during development of the project.

Mr. Peterson stated that the PUC, realizing the needs of the elderly and handicapped, established a Board of Control to oversee a study, and from that to make recommendations to the PUC on its findings. The elderly and handicapped program staff did the study with the Board of Control's participation. On every chapter of the Plan input was obtained from various agencies. After the study was completed, 6 public hearings were held.

Following the hearings the Board of Control reviewed the various comments, and developed recommendations. Staff also contacted various agencies serving the elderly and handicapped, and went to neighborhood associations and presented the plan, and had extensive input. Resolution 7A contains the recommendations of the Board of Control. After the study was completed the Department of Transportation passed its 504 regulations. From those, and discussions with the PUC, a staff recommendation was made in line with the requirements of the 504 regulations. Resolution 7B contains the staff recommendations.

Mr. Martin Cox said he got on the Muni Saturday at 8:30 p.m. fully able-bodied. He now has 2 broken wrists. He said he got off a 19-Polk bus a short while ago, and the driver was very impatient, telling him to "hurry up and get off. He said it is disappointing to see what handicapped people are going through.

Ms. Lucy Muir, representing the Center for Independence of the Disabled in San Mateo County, said San Mateo County has the beginnings of a good mass transit system which provides accessible buses for the physically disabled. The problem is linkage in San Francisco. If SAMTrans comes to San Francisco the disabled can not go any further. She spoke in favor of full accessibility in San Francisco.

Supervisor Carol Ruth Silver congratulated the Commission on holding this hearing, which she said is unique in the history of San Francisco in that it is in a serious manner, beginning to address the needs of handicapped citizens. She said there are many people in San Francisco with physical and emotional handicaps who can not presently use the public transit system, and who can not use most of the public facilities in the City. This needs to be addressed, and she said she stands ready as a member of the Board of Supervisors and as the Chairman of the Finance Committee to give help in bringing matters before the Board, and in terms of funding if funds are available for disabled and handicapped people to have access to those things which are the rights of all people.

Ms. Nancy McKay of the Gray Panthers stated that disabled children are now being main-streamed--that is the law. Young people will want to use public transportation, and they will also want to have meaningful jobs and to live meaningful lives. She said the disabled need not be handicapped if barriers are removed.

Ms. Gay Blackford a nurse, said she is a member of the San Francisco Chapter of the California Association for the Physically Handicapped. She said she is active in various disabled groups in the Bay area, transit interested groups. As a nurse instructor and a disabled person she has heard that some people do not think disabled persons would use an accessible transit system.

That is wrong, as there are many elderly and disabled people who need accessible transit.

The AC Transit System will have accessible buses operating in San Francisco by April of 1980. BART trains stop at 8 different stations in San Francisco. She said it would be a disaster to have not only the San Francisco disabled and elderly but those throughout the Bay area not have full accessibility. She recommended the plan for 100 percent accessibility in 5 years.

Margie Steiner said she is a member of BACODE and was present also on behalf of the Coalition for Fully Accessible Transportation. She said there are people excluded from freedom of movement, including those in wheelchairs,mothers and fathers of small children and infants in strollers, people temporarily on crutches, and elders or others who can not climb stairs. She asked the Commission to join elders and people with disabilities in their struggle for civil rights.

Transportation is the key to self-determination, and an important step to self sufficiency and jobs. She said no public hearings were held regarding 50 percent accessibility, and it was already clear that the public wanted 100 percent accessibility. In March, 1975, the Board of Supervisors voted for full accessibility. She said she did not understand why it is 5 years later that the matter is before the PUC. She said it took 3 weeks to let everyone know where the hearing was to be held, and to arrange for use of the only City-wide vans available with wheelchair lifts in order to transport a few people in wheelchairs to the hearing. She said money is not the issue.

Mr. Jonathan Willis, representing UCPA, said the disabled and handicapped have been waiting over 50 years for transportation. He said he is one of the few of the disabled community who can barely get on and off Muni. He said there are seats in the front of buses for the elderly and handicapped, but day in and out he sees people who are not disabled sitting in those seats, and the drivers do nothing. He said the discussion is not about money, but about basic human rights. He said the buses must be accessible.

Mr. Jeff Sutter, representing the Muni Coalition, said that a month ago the Muni Coalition held a public meeting on accessibility. A number of people from the public came, and went away with a sense of the importance of full accessibility. The Muni Coalition came away from that meeting with a commitment to seeing something done as quickly as possible. One of the objections that has been made is that full accessibility will involve problems with slowing down service. He said this is extremely minor. The additional cost of making the system accessible is "swamped" by the work necessary to obtain adequate funding for Muni. He said the cost is not too great, and it is important for people to get around.

Mr. Jonathan Willis read a statement for Mr. John King, who was not present due to illness. Mr. King is a member of the Board of Control. In his statement he points out that the staff report is unacceptable and was designed to satisfy the appallingly weak and inadequate DOT regulations. He further states, "We either proceed with a fully accessible MUNI system or opt for a discriminatory, prejudicial, inferior and unequal Transportation Plan for the elderly and disabled".

Ms. Florence Rogers, a member of Recreation for the Handicapped, said lifts were promised for the backs of the buses, which has not yet been done. She said her sister tried to help her get on a No. 10 bus recently, but the driver saw her with a walker and would not let her on. She said the City must have buses for the handicapped as they can not shift for themselves, and they also pay taxes.

Mr. Tex Llamara, representing International Hotel Tenants Association, said help and support is needed for the handicapped.

Mr. David Secondine said he was on a bus recently when an elderly lady could not get off the bus, and the bus driver did not assist her.

Ms. Etta Moon, representing International Hotel Tenants Association, said she is a native San Franciscan, and has a deformity of both legs, and getting on and off buses is difficult when the bus is not parked close to the curb. She said since she and elderly tenants of the International Hotel were evicted and must now commute it is a hardship.

Ms. Carol Raugust, of Hayward, said she is presently commuting to San Francisco State College, and working temporarily in the City. She said she has been a medical technologist for 12 years, and handicapped people do go into mainstream professions. However, getting to job opportunities has become almost impossible. With the gas price going up she thought of BART, but she can not get to and from BART because she can not get her motorized wheelchair on the buses. She said she has had polio since infancy, and is unable to push herself the great distance between the elevator and the BART ticket counter, and so needs the use of her motorized wheelchair. Many people use their own vans, which may get 8 to 19 miles per gallon of gas. This is taking a larger amount of the wages of people already economically disadvantaged. Also, insurance for handicapped in their automobiles is almost prohibitive. She urged getting maximum accessibility on all buses as soon as possible. She said her only alternative, economically speaking, will be to retire soon on welfare.

Mr. Hank Wilson, representing the Tenderloin Neighborhood Association, said many residents in the tenderloin are disabled and are also elderly. These people live in all neighborhoods of San Francisco and need to travel everywhere at all times of the day. In the past, he said, San Francisco has taken a stand on almost every progressive issue in the country, and the City needs to reach out to all people. If new buses are obtained they should be 100 percent accessible. It should not be necessary to hold any more hearings, and all San Franciscans should be able to begin enjoying their lives.

Mr. Jim Pottenger, representing C.I.D., said he is an occupational therapist and finds it frustrating to spend from 6 months to 3 years with clients watching them work hard to overcome limitations, and then seeing them "stuck at home or in the hospital". He said it is a shame that skills which could be utilized are not because of something as basic as transportation.

Mr. Hale Zukas, of CIL, through an interpreter, said he would like to correct a few statements made by the representative from SPUR. One is the widely held misconception that lifts would only be a help for wheelchair users. There are many semi-ambulatory people for whom steps are a barrier. AC Transit ordered 175 accessible buses last week, and had to decide which lift to order. The most important factor in their final decision was that the vapor lift was better suited to standing people. The person from SPUR said that lifts were not reliable. It should be kept in mind that lift technology is moving very rapidly, and will move even more rapidly with the 504 regulations. Reliable lifts are now available.

Mr. Dave Clisbee said he was told 5 years ago that he would never walk again, but he is walking today. He said people should get a cane, crutch, or wheelchair and experience what it is like to have a handicap. He said fully accessible buses are needed now.

Ms. Freeda Caesar, a member of the Gray Panthers, said many elderly people find it impossible to board Muni buses, as the steps are too high. The Gray Panthers of San Francisco support making Muni 100 percent accessible to the elderly and handicapped, and by 1985 rather than 1989.

This concluded the public testimony, and President Pilcher asked Mr. Sklar for his comments.

Mr. Sklar said that from a management standpoint staff is committed to providing total transportation mobility for everyone in the area served. He said he uses the term "mobility" rather than accessibility because it is important that the entire community understand that the obligation is a broad one, and there are limits as to what can be done.

All of the transportation handicapped have the staff's present and permanent commitment to delivery of transportation services. This is not a commitment to any one form of solution of transportation handicapped problems. Accessibility has to be considered in terms of the needs of all of those who do not have the freedom to use the transportation system as it now exists. Mr. Sklar referred to a memorandum written to the other Commissioners by Commissioner Sanger. This memorandum raises questions relative to the report prepared by the Board of Control, and the elderly and handicapped study, and asks for additional information. Commissioner Sanger requested, and Mr. Sklar agreed, that the questions he raised relative to the solution of the total problem of transportation mobility be addressed. He requested that Mr. Peterson analyze Commissioner Sanger's remarks, and report back to the PUC.

President Pilcher explained that Commissioner Sanger could not be present, but has broken down the types of handicaps, and is concerned that lumping all handicaps together does not give any indication as to how best to serve the different groups. He has asked that his statistics be studied so that the best possible service can be delivered to the entire handicapped community. She said that Mr. Peterson will see that the major organizations have a copy of Commissioner Sanger's memorandum.

Mr. Sklar added that copies can be obtained from Mr. Lyle Peterson by calling 558-2335.

Commissioner McCrea moved that Mr. Peterson prepare a response to the questions raised by Commissioner Sanger, and Commissioner Henning seconded the motion, which was unanimously passed by the Commission.

Mr. Sklar referred to a memorandum he sent to the Commission dated August 27, 1979, in which he quoted some information brought to his attention by Dr. John M. Christensen, Assistant General Manager, Finance. This is language in the current Appropriations Act going through the U.S. Congress, and it was put into the comments in preparation for this year's Appropriation Act by Congressman Duncan's Transportation Committee. Mr. Peterson and his staff have had a difficult time, as regulations have been changing rapidly. The most recent 504 regulations were less stringent than the previous ones.

Mr. Sklar read the 2 paragraphs in the Appropriations Act with reference to Section 504 regulations. This memorandum is attached hereto and made a part of these minutes. He said Mr. Peterson will make this Congressional language available to his regular mailing list, and to anyone who calls and asks for it. Mr. Sklar said Congress is reacting to pressures brought to its attention and to economic realities. Before any firm action is taken by the PUC, he said, the latest intent of the Congress should be known, and the latest interpretation of that intent by the new Secretary of Transportation, Neil Goldsmith. He said Mr. Peterson will take this information into account in responding to Commissioner Sanger's request.

In light of the memorandum that expresses Congressional reservation regarding funding Section 504, Commissioner McCrea said he would like Mr. Peterson to determine from UMTA whether it will be willing to provide funding for transit access in excess of the requirements of the most recent regulations. He said UMTA would be honor bound to sometime provide funding for the minimum requirements of the new 504 regulations, but what resolution A proposes is considerably in excess of that.

Mr. Sklar stated that the new Congressional intent may provide additional alternatives. Therefore, he said, it would not be appropriate to take action on what may be only 2 of a series of choices.

Commissioner McCrea asked Mr. Peterson to clarify his proposal with respect to actual percent of the diesel fleet which would be accessible using the replacement schedule that is part of the capital improvement program. He said that the characterization of this as being only 50 percent accessible within 10 years is overly pessimistic in view of the replacement schedule, and the requirement that all new buses must be equipped with lifts. He said this would be of assistance in making some analysis of the staff recommendations year by year, and the percentage of the system that really is accessible.

Commissioner Henning asked if it would be productive for Mr. Peterson to meet with the handicapped groups in public meetings prior to reporting back to the PUC.

Mr. Peterson said he would set up a meeting with these groups.

President Pilcher stated that a public hearing on this matter will be held on October 23, 1979, in Room 282 City Hall. However, she said, if there is any indication the group attending will be larger than the one present today it will be moved to a larger location.

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The following item was taken out of order.

ITEM NO. 9--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to proceed with the enactment of a final and acceptable plan which is satisfactory to the respective agencies, for use of a portion of the Water Department's Crystal Springs watershed property for the construction of an access roadway to connect between State Highway Route 280 and Crestview Drive in San Carlos. (Continued from meeting of June 26, 1979)

Mr. Eugene J. Kelleher, General Manager, San Francisco Water Department, passed out copies of photographs of the area to the Commission. Mr. S.H. Cantwell, Jr., Director of Public Works, San Mateo County, also passed out photographs. The area involved is within San Carlos city limits.

Mr. Kelleher stated that staff had not recommended this extension, but has reviewed it, and can live with it, providing that San Mateo County can regulate any vandalism.

President Pilcher opened the meeting to the public, and said speakers would be limited to 3 minutes each.

Mr. Cantwell, representing the San Mateo County Board of Supervisors, made a brief presentation. He explained that Mr. Michael Barrett, former Mayor of Redwood City, now field representative for Congressman Bill Royer, representing the 11th California Congressional District, was available at the last meeting, but is on vacation now. He said a letter from Congressman Royer will be discussed by one of the Councilmen from San Carlos.

He said San Francisco and San Mateo County must work very closely on all issues that affect the social, economic, and financial concerns of the citizens, with a view of the large overall picture of what the 2 jurisdictions are trying to accomplish. He commented that in June, 1978, representatives of San Francisco interests, Mr. Leo Jedd and Leonard Steffanelli, met with San Mateo County officials. He referred to a letter to the Commission, which members of the Commission said they had read. He said the main concerns of San Mateo County are contained at the end of the letter where environmental concerns are discussed, together with the check lists and answers to those questions. In sending environmental check lists to staffs of the various agencies several important questions and comments were received. One comment questioned the adequacy of the road section and the alignment for use of the Vista Point Road. The Public Works Department has reviewed the State's design on the Vista Point Road and has checked with CALTrans officials, and the existing road meets all Federal highway and CALTrans specifications for freeway access roads, both for alignment and structural integrity. With the aid of a map he indicated the location of the Vista Point Road which the County is interested in connecting to the parallel road which is about 300 or 400 feet away from the Vista Point Road.

He said one other comment received pointed out that the proposed road connection would cut the watershed property, at least on the easterly side of I-280, into a northerly and southerly section, making it hazardous for fauna to transverse this road. He said this is not a unique situation for the watershed property, but the problem is easily mitigated if that is necessary. The I-280 alignment, when built, split the watershed property into easterly and westerly halves, and for a section of 4 miles between State Highway 92 in San Mateo and Edgewood Road in Redwood City there is no specific crossing for wildlife.

This alignment was supported by the Sierra Club and the PUC. Additionally, Edgewood Road bisects the watershed property into northerly and southerly sections, with no wildlife crossing. State Highway 92 does the same thing to the north, and Bunker Hill Road does the same thing north of Highway 92.

Mr. Cantwell said the important pluses are the two items that have to do with problems that the Water Department has on this property. One concerns the ability to fight fires on watershed property. With this connection the San Carlos Fire Department could easily respond to fires in this vicinity. Also, Mr. Cantwell said, San Mateo County has a letter from the City of San Carlos pledging that the San Carlos Police Department would include the Vista Point as a part of its regular patrols.

He said many positive features would accrue to both San Francisco and San Carlos. For San Carlos there would be a reduction of peak hour traffic spilling over into residential streets. For San Francisco there would be increased security of the watershed properties from fire and vandalism.

Commissioner McCrea commented that at the time the subdivision was approved there was no assurance that the traffic would not pass through the City of San Carlos.

Mr. John Buchanan, Mayor of San Carlos, explained that the development was approved as a result of a court order of the Superior Court of San Mateo County, as the result of a $10 million law suit in an attempt by the City of San Carlos to reduce the density. Also, a barricade by Belmont has increased the problem.

Responding to Commissioner McCrea, Mr. Buchanan stated that the property was zoned single family low density. He said there was a traffic problem before the development was built.

Ms. Lennie Roberts, Vice-President of Committee for Green Foothills, asked the Commission to deny the request of San Carlos and San Mateo County. She said her organization's primary concern is with the values in the watershed and the impacts of any encroachment by a road of this type. To allow San Carlos to connect with this Vista Point could become a precedent for other cities. San Carlos did approve subdivisions in its western hills, and has not planned for the traffic impacts. Building roads does encourage more use of the automobile. San Carlos should encourage people to use SAMTrans and the Southern Pacific.

Mr. James Golser, representing the San Carlos-Belmont Sierra Club, said if there is a traffic problem it is because the people do not use public transit. He said there are 2,000 homes in that area. Buses have a capacity for 50 people. He checked the buses yesterday, which carry people to the S.P. station and the bus terminal, and the first bus carried 12 people. The second bus carried 6 people, and 1 person rode the third bus.

He said the proposed connection would increase traffic in the hills because people who now travel northward by way of the Redwood City connection to I-280 will instead go through San Carlos. He said the bus goes on Crestivew Drive.

Mr. Walter Droste, representing the Peninsula regional group of the Sierra Club, said he lives on Sklyline Boulevard in San Mateo County. He said he is a member of the Executive Committee of that group, which has 3000 members in San Mateo County. He said the Executive Committee is unanimously opposed to the proposed access road which would destroy the integrity of the Vista Point. To make the Vista Point a thoroughfare would destroy its tranquility and safety. He said the reasons for the requested access are not valid or substantial. He said he drove from the barrier between San Carlos and Belmont to the access to I-280 on Edgewood Road, and it took about 4 minutes.

Ms. Lee M. Law, a resident of San Carlos since 1951, said the development referred to was re-zoned for condominium development, and there are 369 condominiums being built. She said there is an inter-City squabble between San Carlos and Belmont that hopefully will be resolved soon. At present there are two outlets--one, Quarry Road leading from Crestivew to Edgewood and I-280; the other is at the end of Crestivew connecting to Hallmark Drive and barricaded. She said the Vista Point northbound only connection is not needed, but upgrading the Quarry Road is needed.

Mr. John Gilliland, Chairman of the Sierra Club's watershed Task Force, a group of Sierra Club members from various subdivisions within the Club throughout the Peninsula, urged that the Commission reaffirm its commitment to a protective policy for the watershed lands; and discourage San Carlos and San Mateo County Department of Public Works, and any other cities that would use the ease of access to the watershed lands as an incentive to avoid the difficult internal planning choices which sooner or later must be male. He urged the PUC to deny the proposal for a road connection across watershed property.

Mr. John Buchanan said he thinks the goals of San Francisco and San Mateo County are the same--to promote an acceptable environment for all citizens. In San Carlos open space must live in harmony with a decent place for all citizens to live. The situation in San Carlos is peculiar because of the topography. There are a limited number of streets which are already overcrowded, even without projecting the types of growth alluded to by previous speakers. Recommended solutions are forthcoming from 2 traffic studies San Carlos has had in an effort to try to reduce the already existing unacceptable situation. San Carlos is looking at traffic growth rates on Club Drive alone of over 204 percent, 25 percent on Melody, and 23 percent on Brittan. These are the streets leading out of the area. San Carlos already has 9,000 to 10,000 vehicles per day--an extremely dangerous situation. The alternatives are building a road with a very minor incursion on the watershed, or doing nothing at all. If nothing is done, the problem will deteriorate, harming the environment for thousands of people in San Carlos and those who will move there in the future.

Mr. William Steele, City Councilman, San Carlos, said he would like to speak as an environmentalist. He said he was on the Council when the settlement of the density on the hill was reached. Prior to being on the Council he fought for reduced density. In the end the City of San Carlos had very little choice regarding the density of that property. After years of litigation the negotiated settlement under court direction was for 269 units. However, those units are there and pressure is there for an access to I-280. He said as an environmentalist he has fought for open space adjacent to that Vista Point, but that environmentalists hurt their cause by being dogmatic and inflexible. He said if the benefits to the people of San Carlos are weighed against the negligible environmental impact there is only one correct decision. He said the City Council of Belmont has supported the request. He said there is also widespread support in San Carlos and a need for this access.

Ms. Pat Bennie, Councilwoman from San Carlos, stated that Congressman Royer, as a member of the Board of Supervisors, has been working for 5 or 6 years trying to gain this access for the City of San Carlos. She said the barricade situation occurred after the fact, not before, and that in addition to the traffic problem there is one of safety. Any major fires in the western hills could result in a disaster without some type of access from the area. This access is also needed to bring in fire equipment in case of fire in the watershed area. She said she would dispute Mr. Droste's claim that the driving time is 4 minutes, as she drives that route every day. She said this would be the last connection, as all the major cities of the Peninsula do have a connection to I-280. She said that as elected officials the Councilmen represent the entire City and have widespread support for the proposed access.

Commissioner Henning said this may be a situation where an on-site visit would be in order.

Mr. Sklar said Mr. Kelleher would set up an on-site visit with the Commission.

Commissioner Henning moved to defer a vote on this matter until the Commission has had an opportunity to visit the site.

Commissioner Flynn seconded the motion which was unanimously passed by the Commission.

Commissioner Henning suggested that interested parties be notified when this matter is again heard.

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Resolution No. 79-0352--Approving expansion of the Citizen's Advisory Committee to monitor the Cable Car System Rehabilitation Program, and appointing the committee members.

President Pilcher said Mr. Virgil P. Caselli, Chairman, Citizen's Advisory Committee, wrote a letter to the PUC containing recommendations for potential appointment to the Committee. She said more names were submitted than there are vacancies.

Commissioner McCrea said there should be no great limit on the number of people participating, as the Committee is purely advisory and there is no cost involved. He moved that all of the persons recommended by existing members of the Committee (as set forth in Mr. Caselli's letter) be added to the Committee.

President Pilcher explained that would mean adding 6 members, and that one existing member has resigned because of other commitments.

Commissioner Henning seconded the motion, which was unanimously passed.

THEREUPON THE MEETING ADJOURNED: 4:30 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

September 11, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:02 P.M.

Present: President Claire C. Pilcher, Vice-President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

The minutes of the regular meeting of August 28, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-0354	HH	Authorizing bid call for HH Contract No. 585-Marina Substation Area, Underground Power Facilities and Related Work. Estimated Cost: $465,000. (Power Improvement Program) Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-0355	HH	Awarding HH Contract No. 582-South Van Ness Avenue, Sixteenth to Army Street, South Van Ness to Mission; Underground Duct System-to W.R. Thomason, Inc., Martinez, California in the amount of $461,470. (Power Improvement Program) Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-0356	HH	Approving modification in the debit amount of $5,365 to provide funds for additional work, under HH Contract No. 549- Bryant Substation and Power Control Center, Construct Building and Install Equipment. (Power Improvement Program) Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-0357	W	Approving settlement of the unlitigated claim of Richard G. Ottonboni, Superior Court No. 722-687, against the San Francisco Water Department, in the amount of $8,000. Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-0351 (Amended)	M	Amending Resolution No. 79-0351 to define the composition of the Cable Car Citizens Advisory Committee as consisting of nine (9) qualified and interested citizens appointed by the Public Utilities Commission, one cable car employee appointed by the General Manager of the Municipal Railway, and the Cable Car Division Manager. Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Call to Order: 1:00 P.M.

Present: President Giulio G. Pilla, Jr., Vice-President Peter McCrea, Commissioners A. Nelson Flynn, John H. Singer

Absent: Commissioner John F. Lanning, Jr.

The minutes of the regular meeting of August 30, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

ABSTRACTION NO.	
	On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-1234 BM	Authorization to call for bids for contract No. 584-Marine Terminal Area, Underground Power Facilities and Related Work. Estimated Cost: $45,000. (Port Improvement Program)
	Vote: Yes-Flynn, McCrea, Flynn, Singer
	On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-1235 BM	Awarding to contract No. 584-Underground Power Facilities and Related Work, to the lowest responsible bidder, Marine Terminal Area, Underground Power Systems Co., U.A., Inc., Martinez, California in the amount of $45,470. (Port Improvement Program)
	Vote: Yes-Flynn, McCrea, Flynn, Singer
	On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-1236 BM	Approving modification in the cost amount of $3,265 to provide funds for additional work, under PO Contract No. 584-Repair Duct Section and Power Control Center, Consolidated Building and Facility Equipment Improvement, Program
	Vote: Yes-Flynn, McCrea, Flynn, Singer
	On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-1237 M	Approving settlement of the unliquated claim of Edward C. Cunningham, Superior Court No. 122-491; and that the Executive Director is authorized to pay the amount of $8,000.
	Vote: Yes-Flynn, McCrea, Flynn, Singer
	On motion of Flynn, seconded by McCrea, the following resolution was adopted:
79-1231 M (Amended)	Amending Resolution No. 79-1231 to define the composition of the Cable Car Crews Advisory Committee as consisting of nine (9) qualified and interested individuals appointed by the Public Utilities Commission, one cable car employee nominated by the General Manager of the Municipal Railway, and the Cable Car Division Manager.
	Vote: Yes-Flynn, McCrea, Flynn, Singer

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0358 M Authorizing bid call for Contract No. MR-678-Muni Metro Subwav and Twin Peaks Tunnel. Furnishing and Installing Public Address Systems. Estimated Cost: $145,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0359 M Authorizing bid call for Contract No. MR-679-Muni Metro Subway and Twin Peaks Tunnel-Furnishing and Installing Closed Circuit TV Systems. Estimated Cost: $122,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0353 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $41,419.80.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0360 HH Authorizing the transfer of two cable reel dollies to the Orange Empire Railway Museum for preservation and use for historical purposes on a permanent loan basis.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0361 HH Rescinding condition regarding specific use and right of occupancy contained in original grant to the Recreation and Park Commission of the Crocker-Amazon Reservoir Tract.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

On motion of Flynn, seconded by McCree, the following resolution was adopted:

72-0242 A Authorizing bid call for Contract No. MB-070-Small Water Supply and Irrigation Tunnel-Tunnelling and Lining Closed Circuit TV Inspection. Estimated Cost: $127,000. (Transit Improvement Program)

Voter: Aye-Pitcher, McCree, Flynn, Sanger

On motion of Flynn, seconded by McCree, the following resolution was adopted:

72-0243 A Authorizing the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $1,414.20.

Voter: Aye-Pitcher, McCree, Flynn, Sanger

On motion of McCree, seconded by Flynn, the following resolution was adopted.

72-0250 MR Authorizing the loaning of two cable reel dollies to the Orange Empire Railway Museum for transportation and use for historical purposes on a permanent loan basis.

Voter: Aye-Pitcher, McCree, Flynn, Sanger

On motion of Sanger, seconded by McCree, the following resolution was adopted:

72-0261 MR Amending conditions regarding specific use and right of occupancy contained in original permit for the installation and park commission of the Cocker-Jackson Memorial Trust.

Voter: Aye-Pitcher, McCree, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER- Mr. Richard Sklar
Accident Injuring Two Linemen

Mr. Sklar reported that two linemen were injured in an accident this morning when a truck tower collapsed. Both men are in San Francisco General Hospital. One has no serious injuries, and the extent of the other man's injuries are not yet known. The cause of the accident is not known, but there was a mechanical failure in the lift truck.

Municipal Railway Patronage

There is now "incredible patronage" on the Municipal Railway and a lack of equipment to handle this patronage. Muni is missing no equipment runs, but is missing some operator runs.

On the new 1X and the 38 lines people are being left standing at stops. Additional services will be added to those lines on September 17, 1979, by taking from other lines with less demand. The 1X bus is now filled by 12th Avenue, and is supposed to pick up people all the way to Arguello before its run downtown.

In addition to the reasons for energy conservation and the move towards public transit, the new service to the Richmond District provides such effective express service to downtown that people who "never saw the inside of a bus before are now riding." Mr. Sklar said he sees no long term answer until Muni can use part time dirvers and possibly obtain increased Federal and State funding.

President Pilcher cited complaints from people who "do not work at the end of the line," and who can not get on an express bus without walking 5 to 7 blocks.

Mr. Sklar replied that the express buses are designed to run from the extreme end of the line. If these buses pick up people on the way, they become another local bus.

Commissioner McCrea commented that the only express bus that was changed is the 38 which formerly picked up people as far as Powell Street.

He added, that the 1X and probably the 31 Balboa are heavily patronized by school children. He said 40 or 50 school children get on these buses and get off at Presidio to transfer. These buses are leaving adults who need to go downtown. There may or may not be people waiting at Presidio to board the buses.

Commissioner McCrea said, he does not believe the school children are being charged the express fare because they get on whatever bus comes along, whether it is a local or an express. The drivers know the school children will get off the bus before it turns into an express. He said a concerted effort should be made through the schools in Pacific Heights to educate the children not to ride the express buses but to ride the local buses.

Mr. Sklar said this could be tried. He suggested having the express buses make the last stop at Laurel Street.

Commissioner Sanger said he sees this problem all over the City, at all times. He commented that on September 10th every streetcar line on Market Street at 3:00 p.m. was "crammed".

Mr. Sklar said September 10 was a State and City holiday, and it was difficult to keep mechanics at work.

Commissioner Sanger asked about the progress with streetcar maintenance.

REPORT OF THE COMMISSIONER, Mr. Richard Skiar
Machine Industry, Two Rivers

Mr. Skiar reported that two children were injured in an accident involving their school bus. Both were taken to the Kamloops General Hospital. The cause of the accident is not known, but there was a mechanical failure in the bus.

Municipal Railway Situation

There is now "intolerable congestion" on the municipal railway and a lack of equipment to handle the passengers. Just is trying to get equipment here, but is running some "operation runs".

On the new 12 and 13 of these people are being left standing at stops. Additional services will be added to those lines on September 17. Later, by taking from other lines with less demand, the 12 has to now failed on Lake Avenue, and is supposed to pick up people all the way to Municipal Hall and run downtown.

In addition to the request for energy conservation and the move towards public transit, the new service to the Richmond District provides such effective means available to anybody that people who never saw the inside of a bus before are now riding it. Skiar said he was no long sure that small cars can be part of the division and possibly could be increased federal and state funding.

President Nielsen said complaints from people who "do not work at the end of the line," and who can't get on an express bus without waiting 1 or 2 blocks.

Mr. Skiar replied that the express buses are designed to run from the extreme end of the line. If these buses pick up people on the way, they become another local bus.

Commissioner Nielsen commented that the only excuse he had for changing in the 50 which forcibly picked up people as far as Powell Street.

He asked, that the [illegible] and problems the 21 Hudson is having, generated by school children. He said in the 50 school children get on these buses and get off at Fraser to transfer. These buses are leaving people who need to go downtown. There are or may not be people waiting at Fraser to board the bus.

Commissioner Nielsen said, he does not believe the school children are being crowded the express from Fraser on westward because they are coming along. Whether it is a local or an express. The drivers know the school children will get off the bus before it turns into an express. He said a concerted effort should be made through the schools in Public Relations to educate the children not to ride the express buses but to ride the local buses.

Mr. Skiar said this could be tried. He suggested having the express buses make the last stop at Carnal Street.

Commissioner Nielsen said he does this morning all over the City, at all times. He commented that it to be better that every street car line go downtown Fraser at 1:00 p.m. and "crossover".

Mr. Skiar said he knows it was a very cold rainy morning and it was difficult to keep commitments at work.

Commissioner Nielsen asked about the training with streetcars maintenance.

Mr. Sklar said Muni is missing only 2 and 4 runs due to lack of equipment. Compared with former statistics, this is an outstanding performance.

Commissioner Pilcher commented that breakdowns occur 2 or 3 times a week.

Mr. Sklar said de-wirements are a daily occurence, and will be until Muni gets all new wires.

Commissioner Sanger asked if it is only the M Line that stops streetcar service early in the evening.

Mr. Curtis E. Green, General Manager, Municipal Railway, replied that everything is off at 11:00 p.m., but only the M Line service stops at 7:00 p.m. This is because in the past there has been no need for service on the M Line after 6:00 p.m. The M bus is used from West Portal, and also circled through Park Merced.

Commissioner Sanger said he is now going to San Francisco State College twice a week, and classes last until 7:00 p.m.

Mr. Green said this may have to be adjusted in the next streetcar assignment. Regarding the overcrowding problem on September 10, Mr. Green stated that Muni has always used a weekday non-school schedule on a holiday such as Labor Day, which was always sufficient. He said yesterday was an extraordinary and unusual day for patronage on Muni.

Commissioner McCrea said mass transit has been promoted in San Francisco for a long time. People are beginning to use Muni to a larger degree and service is improving. Muni is practically a victim of its own propaganda. He said serious consideration should be given on how to fund expansion of services, what it would cost and how many more coaches could be put on the street. He said the source of funding could be a second issue.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS
Sources of New Funding for Expanded Services

Commissioner Sanger stated that when the Gruen & Gruen report was presented he was disappointed that there was nothing in it about sources of new funding, especially for expanded services. While the Planning Department has been doing some work in this area, the PUC and Muni staff must take the initiative in coming up with proposals for additional funding.

A special taxing district has been discussed which has even been favored by some downtown developers. The possibility of a new construction tax has been discussed. However, no one is pursuing these possibilities as options, and only the staff knows the kind of funding necessary and how to relate it to service.

Mr Sklar said he agreed, but any new funding obtainable would be from the City's general fund where there would be the same battle getting Muni's share of it or there would have to be a pre-agreement that if funds go to Muni they are not offset by a reduction in the City's general tax level support. He said staff was advised last week that there will be a shortfall of $71 million or $117 million next year, according to divergent estimates by Harvey Rose, Supervisors' Analyst, and Rudy Nothenberg of the Mayor's staff. If this is correct Muni's share from the general fund would drop, and anything received would go initially to maintenance of the present level of service.

Mr. Talbot said that is leaving only 2 and a half due to lack of equipment. Compared with other stations, this is an outstanding performance.

Commissioner Gilmore commented that breakdowns occur 2 or 3 times a week.

Mr. Estey said do-it-yourself is a daily occurrence, and will be until more cars are new cars.

Commissioner Harper asked if it is not the fault of the drivers otherwise driving safely in the evening.

Mr. Curtis G. Green, General Manager, Municipal Railway, replied that everything is off at 11.00 p.m., but only one car line service stops at 7:00 p.m. This is because in the past there has been no need for service on the N Line after 11:00 p.m. The N-bus is used from West Portal, and also circuits through Fort Funston.

Commissioner Harper said he is now going to the Presidio every Friday evening, and closing last until 11:00 p.m.

Mr. Green said that he may have to be adjusted in the next transfer assignment. Regarding the overcrowding problem on Sunday, Mr. Green stated that he has always had a weekly two-minute meeting on a holiday such as Labor Day, which was always satisfactory. He said yesterday was an exceptional day for patronage on both.

Commissioner Morris said some trouble has been encountered in San Francisco for a long time. People are beginning to use Muni in a larger degree and service is improving. Muni is practically a vicious circle on its own grounds. He said service could be better if it should be given on bus to some extension of service, what it would cost and how many more trolleys could be put on the street. He said the source of funding could be a second issue.

Discussion of new policies of commissioners
Purpose of the policies for transit service

Commissioner Harper stated that when the Grand Jury report was released he was disappointed that concerns were nothing in it about surveys of new routing, especially for commuted services. While the Planning Department has been doing some work in this area, the PUC and Muni staff must take the initiative in coming up with proposals for additional routing.

A special Muni Safety Patrol has been discussed which has been taken by some downtown merchants. The possibility of a non-uniformed type has been discussed. However, no one is pursuing these possibilities as actions, and only the staff knows the kind of funding necessary and how to relate it to service.

It also said be agreed, the only new funding obtainable would be from the City's general fund which there would be the same battle getting Muni's share of it. So there would have to be a recognition that it funds so it can keep are not diverted by a reduction in the City's general fund support. He said that was achieved last year that there will be a minimum of $71 million or $17 million more this year, according to Mayor's estimates of revenue from Government, Industry, and Tax; workmanship of the Mayor's staff. It was the current Muni's share from the general fund would grow, and priority of service would be initially to maintenance of the present level of service.

Mr. Sklar said he is meeting with Ms. Liz Robbins, the City's Lobbyist in Washington, week after next regarding the cable cars and trolley coaches and on the entire question of DOT and the general level of funding.

On September 17, 1979, all the West coast rail operators are meeting in San Francisco to see if a larger share of Federal funds can be given to West coast operators, who have been short-changed compared to those in the East in the past two years.

Commissioner Sanger reiterated that no one is taking the initiative within City government to come up with alternative sources of local funding.

Mr. Sklar replied that one of the tasks of the Mayor's Task Force is to come up with a proposal for alternative City funding. Muni is only one of the departments being considered.

Commissioner Sanger asked if someone is assigned to specifically investigate sources for Muni, what they might be, what they could produce, and what it would mean in terms of services.

Mr. Sklar said this is not possible with the current staffing situation and an overworked financial department. He said there may be someone available to do this work in a month.

Automobiles

Commissioner Flynn said he would like a report to the PUC regarding the fleet of automobiles--to whom they are assigned, the present use, proposed future use, and the procedure to be implemented in view of the "so called " restrictions of the Board of Supervisors.

Mr. Sklar stated that Mr. Frank Baggetta, Transit Equipment Supervisor, has made a study of what exists, where, and an alternative use plan to cut back on usage. He said the Commission will have copies of this study before the PUC meeting of September 25, 1979.

PUC Calendar

Commissioner McCrea asked if a change will be made in the PUC calendar so that all the construction items are presented by Mr. Oral L. Moore, Deputy General Manager,and Chief Engineer, PUC.

Mr. Sklar replied this will be done when all additions are made in staffing.

Adhesive Posters on Buses

Commissioner McCrea commented that there is at least one bus now operating which has adhesive posters on it (transit advertising). Two years ago the Commission rejected the use of adhesive posters. He said this is a diesel coach from Kirkland Yard.

Mr. Sklar said staff will investigate.

Elderly and Handicapped Accessibility

Commissioner Sanger thanked the Commission for holding over the issue of the elderly and handicapped accessibility. He said, however, he failed to see why the issue should be delayed until October 23, 1979. It is being perceived, unfortunately, as a delaying tactic rather than as an effort to respond to the real issue and come up with a plan which can be implemented.

He said there is nothing in his memo which would require 60 days for a staff response. Either through a committee of the PUC or early scheduled public hearings it is essential to come to some conclusion as to a plan, and communicate it very early to MTC and UMTA as an adopted policy.

Mr. Sklar said it would be useful to see what the intent of Congress is, as this will have an impact on the Commission's plan.

Commissioner Sanger commented that Muni has taken longer than other transit properties in developing a plan, and President Pilcher noted that AC Transit has no plan.

Commissioner Sanger said he is in favor of the Commission at least coming up with a policy on a monetary budget as a minimum first step.

Mr. Sklar said he met recently with Mr. Hale Zukas, who testified at the public hearing. He said he will meet with several other persons from the handicapped community in an attempt to initiate a dialog with the advocates of total accessibility as opposed to those concerned with mobility for the entire disabled and handicapped community. Staff will endeavor to come back with a plan rather than simply answers to questions. Unless the Commission determines that this matter become a higher priority in terms of his time, Mr. Sklar said 60 days is the best that can be done.

Commissioner McCrea asked if there is any financial jeopardy involved in delaying the matter for 60 days.

Dr. John M. Christensen, Jr., Assistant General Manager, Finance, replied that MTC has been under criticism from UMTA for not having an approved plan. MTC has now submitted a plan which is being considered by UMTA. He said Muni is in no more jeopardy than it has been and that 60 days probably won't make any difference.

Mr. Sklar requested that Dr. Christensen check with MTC and UMTA, particularly in light of the new Congressional language.

Commissioner Sanger said he does not want the Commission's decision to rest entirely on what is happening with regard to Federal legislation.

Driver Identification

President Pilcher asked what is happening in regard to driver identification.

Mr. Sklar replied this involves new uniforms. He said Ms. Nancy Keane, Assistant General Manager, Administration, PUC, is working on this matter.

Fare Collection for Candlestick Park

President Pilcher said she was called by a group of people who went to Candlestick Park. They were pleased to be handed instructions and told that they could board at both ends of the buses. However, at the Park inspectors were present but back doors were closed.

Mr. Green said 56,000 people were at the ball park September 9, 1979, 11,000 of whom used Muni. He said by the time he walked out of the ball game those people were gone..

Commissioner Flynn said he watched the loading on September 9 for 20 to 30 minutes, and it worked beautifully.

He said there is nothing in his mind which would require, if any, for a draft ordinance. Either through a committee or by the city solicitor and public hearings, it is essential to have an ordinance as to a plan, and commitments to work with the City of Ottawa as an industrial million.

Mr. Brian said it would be useful to see what the intent of the ordinance is. He didn't see an issue on the overall plan.

Commissioner Langis commented that most has been done, that other priorities pertaining to developing a plan, and President Gibbons notes that Mr Kennedy has no plan.

Commissioner Langis said he is in favor of the Corporation at least coming up with a policy on a monetary number on a minimum that step.

Mr. Dolar said he met recently with Mr. Kim Jones, who centralizes the public hearing. He said he will meet with several other offices from the municipal complex in an attempt to initiate a policy with the approaches of total accountability as opposed to those concerned with mobility for the entire disabled and municipal community. Staff will endeavor to come back with a plan rather than simply answer to questions. Unless the Commission directions that this review become a higher priority in view of the time, Mr. Dolar said 60 days is the best that can be done.

Commissioner Nolan asked if there is any financial requirement involved in delaying the review for 60 days.

Mr. John R. Dolan, Jr., Assistant General Manager, Finance, replied that the Mr. Dolan would prefer the time lapse for at the be an approved plan. He said he was submitted a plan which is being considered by staff. He said that is no more involved than it has been and that to open another week's time any difference.

Mr. Dolar requested that Mr. Christiansen check with CC and LTV, particularly in light of the new Correspondence language.

Commissioner Langis said he does not want the Commission decision to rest entirely on that at September with regard to Federal Legislation.

<u>Driver Improvisation</u>

President Pilcher asked what is happening in regard to driver improvisation.

Mr. Dolar replied this involves two options. He said Mr. Kenny Adams, Assistant General Manager, Transportation, Inc., is working on this matter.

<u>Race Discussion for Charlottetown Park</u>

President Pilcher said he was called by a group of people who want to Charlottetown Park. They were pleased to be invited introductions and said that they could work on Brian and it was today. However, at the last inspections some resident and back doors were closed.

Mr. Crown said 31,000 people were in the park this Saturday, 1, 1979, 21,000 at Rock Hunt. He said by the time he walked out of the hall were those people with food.

Commissioner Ziger said he wanted the reading on September 8 for 20 or 25 minutes and it worked successfully.

Uniforms

Commissioner Flynn asked about the cable car conductor who was wearing a different uniform, and Mr. Sklar replied that he is wearing what he wants to wear. He said at the present time drivers uniforms are in short supply and shoddy. A new uniform will be established, a sufficient number will be issued for everyone, and uniform regulations will be enforced. Possibly some cable car exceptions will be establisned.

Commissioner Flynn agreed with Mr. Sklar that this is a small issue, but he said it is a policy matter. He commented that he saw a driver on the Geary line recently with only a white tee shirt above the waist.

Mr. Sklar said he would hope that either an inspector or a superintendent would see that he get dressed or send him home. He said until there is a quantity of decent uniforms, some judgment will have to be used. He said there is some thought of consulting with one of the City's leading clothiers for free designing services.

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Resolution No. 79-0361--Rescinding condition regarding specific use and right of occupancy contained in original grant to the Recreation and Park Commission of the area known as the Crocker-Amazon Reservoir Tract.

President Pilcher explained that the Commission has been informed that this matter can not be acted upon without first having an environmental review.

Commissioner Sanger asked why Hetch Hetchy retains jurisdiction over this property if it has no use for it.

Mr. Moore replied that it is historical. The property was purchased by the Hetch Hetchy System.

Commissioner McCrea said the only problem with approving the resolution as written is that it reads,"That this Commission hereby grants permission to the Recreation and Park Commission to lease said portion of the Crocker-Amazon Tract to a concessionaire to construct and operate a golf driving range."

Commissioner Sanger asked if there is any reason for Hetch Hetchy to retain jurisdiction.

Mr. Moore replied that the property in question was originally proposed as a reservoir site, and it is not known if the City will have any use for additional reservoirs in San Francisco. This was the reason it was acquired. The temporary assignment to the Recreation and Park Commission was because at some time the City might wish to take it back for reservoir purposes.

Mr. Marcel E. Conrad III, Concessions Supervisor, Recreation and Parks Department, said the Department would not put a golf course on the property without the approval of City Planning and the Board of Permit Appeals.

Responding to Commissioner Flynn, Mr. Edmund Bacigalupi, Deputy City Attorney, said there was no reason the PUC could not pass the resolution as written.

Commissioner Sanger said the Commission should ultimately convey the land in question to the Recreation and Park Commission as Hetch Hetchy has no use for it.

Commissioner Flynn asked about the cable car conductor who was wearing a different uniform, and Mr. Sklar replied that he is wearing what he wants to wear. He said at the present time uniforms are in short supply and costly. A new uniform will be established, a sufficient number will be issued for everyone, and uniform regulations will be enforced. Possibly some cable car exceptions will be established.

Commissioner Flynn agreed with Mr. Sklar that this is a small issue, but he said it is a policy matter. He commented that he saw a driver on the Geary line recently with only a white tee shirt above the waist.

Mr. Sklar said he would hope that either an inspector or a superintendent would see that he not proceed or send him home. He said until there is a quantity of decent uniforms, some judgment will have to be used. He said there is some thought of consulting with one of the City's leading clothiers for free designing services.

* * * * * * *

Resolution No. 79-0167--Rescinding condition restricting specific use and right of occupancy contained in original grant to the Recreation and Park Commission of the area known as the Crocker-Amazon Reservoir Tract.

President [illegible] explained that the Commission has been informed that this matter can not be acted upon without first having an environmental review.

Commissioner Sanger asked why Hetch Hetchy retains jurisdiction over this property if it has no use for it.

Mr. Moore replied that it is historical. The property was purchased by the Hetch Hetchy System.

Commissioner McCrea said the only problem with approving the resolution as written is that it reads "that this Commission hereby grants permission to the Recreation and Park Commission to lease said portion of the Crocker-Amazon Tract to a concessionaire to construct and operate a golf driving range."

Commissioner Sanger asked if there is any reason for Hetch Hetchy to retain jurisdiction.

Mr. Moore replied that the property in question was originally acquired as a reservoir site, and it is not known if the City will have any use for additional reservoirs in the future. This was the reason it was conveyed. The temporary assignment to the Recreation and Park Commission was because at some time the City might wish to take it back for reservoir purposes.

Mr. [illegible] Conklin III, Commissions Supervisor, Recreation and Parks Department, said the Department would not put a golf course on the property without the approval of City Planning and the Board of Permit Appeals.

Responding to Commissioner Flynn, Mr. [illegible], Deputy City Attorney, said there was no reason the PUC should not pass the resolution as written.

Commissioner Sanger said the Commission should ultimately convey the land in question to the Recreation and Park Commission as Hetch Hetchy has no use for it.

Mr. Moore said that is not known--that perhaps some day the PUC may want to plough the property up and use it for a bus yard.

Commissioner Sanger moved the resolution with the following amendment: changing the 4th WHEREAS and the RESOLVED to read, "WHEREAS, This Commission has no reason to be involved in determining specific uses of property previously granted to the Recreation and Park Commission in terms of right of occupancy; now therefore, be it

"RESOLVED, That this Commission hereby rescinds the condition of the original grant above cited".

Commissioner McCrea seconded the motion which was unanimously passed.

ITEM NO. 10--Providing for the enforcement of Sections 51 and 52 of the Municipal Police Code which stipulate that smoking is prohibited in the enclosed areas of Municipal Railway vehicles, and the resulting penalty; and approving the policy whereby Muni vehicles will be stopped if smoking materials are not extinguished; and directing staff of the Municipal Railway to take appropriate action to implement this resolution.

President Pilcher commented that she receives many calls from passengers who see drivers smoking.

Mr. Green stated that in discussions with the union this morning, union members asked that this item be taken off calendar for further discussion with them. He said the problem of drivers smoking en route is a continuing one.

Commissioner McCrea asked why the union wants this matter taken off calendar, and Commissioner Flynn replied that the union does not want the drivers enforcing it.

Commissioner Sanger stated that it is difficult for the driver to know when people are smoking on a crowded bus. Also, without the assistance of the transit police it will be impossible for the driver to stop people from smoking by simply stopping the bus.

Mr. Green commented that Muni management has looked at all of the problems on vehicles, including smoking, playing radios, failure to pay fares, boisterous behavior and unlawful acts, and it was decided to attack them one at a time.

President Pilcher commented that other transit districts enforce no smoking rules.

Mr. Green said he would like to give this issue a fair hearing, and that the Commission as a policy making body will help staff design a plan to enforce the no smoking policy.

Commissioner McCrea said there will not be a workable policy until there is an efficient and effective radio in every vehicle, and trying to enforce this policy will involve some "hassles".

Mr. Sklar said there is a no smoking rule, and whatever operational decision is necessary to enforce it can be made. It is an illegal offense which can be cited, such as a parking violation.

President Pilcher commented that the no smoking rule is being enforced on BART successfully.

Mr. Moore said that it is not known--but perhaps some day the FCC may want to disapprove the operation of and use it for a two year.

Commissioner Draper moved the resolution with the following amendment: changing the 4th paragraph and the 5th CONTINUED to read, "WHEREAS, this Commission has no reason to be involved in determining specific uses or programs previously granted to the Association and Park Commission in terms of ethnic or economic, non discrimination, or it

"RESOLVED, that this this Commission hereby reaffirms the condition of the original grant above cited".

Commissioner Moore seconded the motion which was unanimously passed.

ITEM NO. 10--Hearing for the enforcement of Section 31.104 32 of the municipal Police Code which stipulates that anything is prohibited in the enclosed areas of municipal parking vehicles the regulation prohibiting and supervising the policy of the Park Police will be adopted if parking particulars are not designated and operating staff of the Municipal Railway is hereby authorized action to implement this resolution.

Francisco Pilcher commenting that the Parking Commission calls from commerce and drives business.

Mr. Lemen stated that in discussions with the union this morning union members asked that this be taken off calendar for further discussion with them. He said the problem of drivers arriving on scene is a continuity etc.

Commissioner Morris asked why the motion made this motion taken off calendar, and Commissioner Flynn replied that are trying not want the drivers interrupting it.

Commissioner Draper stated that it is difficult for the drivers to know when people are boarding on a crowded bus. Also, without the assistance of the transit police it will be impossible for the drivers to stop people from boarding by simply ignoring the bus.

Mr. Lemen commented that from experience has looked at all of the problems on vehicles. Including smoking, playing radio, failure to pay fares, intoxication behavior, non uniformed [illegible] it was decided to assist them in all cases.

President Gilmore commented that other transit districts without so stopping rules.

Mr. Green said he would like to give this issue a fair hearing and that the Commission as a policy making body will [illegible] desire a plan to enforce the no smoking policy.

Commissioner McCarthy said there will not be a workable policy until there is an efficient and effective radio in every vehicle and trying to enforce this policy will [illegible] "Tarzan".

Mr. Salmer said there is a no smoking rule, but warrant officers [illegible] is necessary to enforce it. Can be [illegible] an illegal offense which can be cited [illegible] citation.

President Gilmore commented that the no smoking rule is enforced on BART successfully.

Responding to Commissioner Sanger, Mr. Sklar stated that the transit police have citation authority and do issue citations. However, they have now been instructed to stop people from beating up other people, and have been concentrating on that. He said one of the difficulties with citations is that people have to identify themselves. He said this matter will be discussed with the transit police.

President Pilcher directed that this item be taken off calendar.

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ITEM NO. 11--Authorizing circulation of a Request for Proposals for consultant assistance in the design, development and implementation of an employee counseling and referral program for the Municipal Railway.

President Pilcher said the proposal seems to be vague in terms of what is desired or what will be obtained. She said the proposal does not indicate if people will be told they must go for counseling, or just advised to do so. The proposal does not indicate if such referral will be in an individual's record.

Mr. Sklar stated all of this will come out in the program. He added that San Francisco General Hospital has called in the past two days. The hospital has a major program in which they look at driver health and psychological problems. It may well be, he said, that staff elects not to go to a private firm, but to use the auspices of this new program.

Commissioner Sanger asked why this is being done, and why it is not a City-wide operation.

Mr. Lynn Pio, Transit Environmental Coordinator, said it is a City-wide operation at San Francisco General Hospital, but there is a staff of only two people. Muni's experiences in the past at the hospital have not been entirely satisfactory.

Mr. Green stated that Muni has a serious problem of alcoholism and drug use. At the present time operators with an alcoholism problem are fired. However, it is realized that there is help which can be given to individuals. Perhaps dispatchers and superintendents can spot someone with a tendency to alcoholism or drug abuse, and by counseling and referrals provide assistance. He commented that at budget time last year the Commission budgeted $30,000 for such a program. This was approved by the Mayor and the Board of Supervisors.

Mr. Green stated that in his opinion such a program would be of value to the Municipal Railway operators. He commented that to date the City-wide services have not been very successful.

Mr. Sklar asked if Ms. Nancy Keane, Assistant General Manager, Administration, and Mr. Lynn Pio could review this matter and come back to the Commission with a suggestion as to how to deal with a real problem which should not be treated in a punitive but in a helpful manner.

Commissioner Sanger said he has one proviso--that the exploration must involve ascertaining what programs are in existence in the City. He commented that Muni is not in the business of performing health control. There is a Department of Public Health.

Mr. Sklar said use will be made of any services which exist in the City, and services will not be duplicated.

Commissioner Flynn asked if additional money will be needed to fund the proposed program.

Mr. Green said the proposal asks prospective consultants to design and implement a program with the $30,000 for 18 months. Any referrals would have to be at low cost or no cost to the employee. There could be a cost to an individual's medical insurance.

President Pilcher directed that this item be continued.

THEREUPON THE MEETING ADJOURNED: 2:50 P.M.

ROMAINE A. SMITH
SECRETARY

MINUTES

PUBLIC UTILITILS COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

September 25, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENT	BUREAUS
Municipal Railway	Engineering and Construction Management
Hetch Hetchy Project	Administration
Water Department	Financial Management
	Information Systems
	Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:04 P.M.

Present: President Claire C. Pilcher, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

Absent: Vice-President Peter McCrea

The minutes of the regular meeting of September 11, 1979, were approved.

Discussions preceding adoption of resolutions is attached.

RESOLUTION
NO.

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0363 TI — Declaring that an emergency exists in accord with Section 6.30 of the San Francisco Administrative Code, caused by a combination of mechanical deficiencies throughout the cable car system; and approving supplemental appropriation, amount $750,000 for cable car emergency rehabilitation.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0364 GO — Appointing Oral L. Moore, Deputy General Manager and Chief Engineer, Public Utilities Commission, to serve as Acting General Manager of Public Utilities in the absence of Richard Sklar, General Manager of Public Utilities, until further notice.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0365 HH — Approving the assignment of Bureau of Light, Heat and Power Contract Nos. 196 and 197 from Lease-Lite Corporation to GTE Sylvania Incorporated.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0366 HH — Awarding HH Contract No. 535-M Line Streetcar Overhead System, Conversion for Pantograph Operation and Feeder Undergrounding- to L.K. Comstock, & Company, Inc., San Francisco, California, in the amount of $833,702. (Power Improvement Program/Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0367 HH Approving modification in the debit amount of $20,000 to provide funds for additional work, under HH Contract No. 580- Levant Substation Area, Underground Power Facilities and Related Work. (Power Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0368 HH Accepting as satisfactorily completed work under HH Contract No. 604. Paint Steel Towers, Moccasin-Newark Transmission Line; and authorizing final payment in the amount of $23,046.65 to Turner-Nash Enterprises, Contractor.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0369 W Authorizing bid call for WD Contract No. 1773-8" Ductile Iron Main Installation in California Street, 18th to 23rd Avenues. Estimated Cost: $170,400.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0370 W Accepting as satisfactorily completed work under WD Contract No. 1746R, CHD Control Room, Lake Merced Pump Station; and authorizing final payment of $2,523 to W.R. Thomason, Inc., Contractor.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0371 W Accepting as satisfactorily completed work under WD Contract No. 1723, Renovation of Summit Pump Station; approving the terms and conditions of the Agreement in respect to the dispute between City and contractor; approving debit modification of $630; and authorizing final payment of $675.82 to Dalzell Corporation, Contractor.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0372 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $1,859.43, month of August, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0373 M Directing the General Manager of the Municipal Railway to take all necessary steps to complete additional emergency repairs to the cable winding machinery at the cable car barn.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0374 M Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $10,368.77, month of August, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0375 M Approving payment of claims, amount $85,829.81 from Municipal Railway revolving fund, month of August, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0362 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $45,950.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0376 MM Approving supplemental appropriation, amount $13,644,000, to return balance of funds from G.L. 491- Unappropriated Revenue Retained Subsidiary- Emergency Reserve to G.L. 495- Commitment of Fund Balance.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0377 M Approving supplemental appropriation, amount $1,000,000, to return funds from G.L. 491- Unappropriated Revenue Retained Subsidiary Emergency Reserve to G.L. 495- Commitment of Fund Balance.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0378 M Approving the execution of a Professional Services Agreement with Earth Sciences Associates in connection with evaluation of the effects of fault rupture at San Andreas Dam, in the total amount of $61,000.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0379 M Extending the certain Vending Machine Agreement with ARA Services, Inc., for the exclusive operation of vending machine service on various Municipal Railway properties under the jurisdiction of the Public Utilities Commission for the remaining nine months of the fiscal year ending June 30, 1980.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0380 M Authorizing the General Manager of Public Utilities to join the City in agreement with the California Department of Transportation to establish Line 97- Civic Center Express on weekdays from July 16, 1979 through December 31, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0381 M Authorizing the General Manager of Public Utilities to take necessary steps to assure the performance of certain functions relative to maintenance and repair of the Muni level of the Market Street subway prior to startup of Muni Metro Service.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0382 M Appointing Dean E. Showers and Gregoire A. Calegari to the Transport Workers Union-San Francisco Municipal Railway Trust Fund-as alternate trustees.

Vote: Ayes-Pilcher, Flynn, Sanger
Excused- Henning

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS

Ms. Romaine A. Smith, Secretary, Public Utilities Commission, read a letter (attached as part of minutes) from Mayor Dianne Feinstein to President Claire C. Pilcher, requesting that the PUC indicate its approval of the plan to transfer the jurisdiction of Assessor's Block 755, Lot 1, from the PUC to the Art Commission.

Mr. McMorris M. Dow, Utilities General Counsel, stated that he will prepare a memorandum of explanation to the Commission.

REPORT OF THE GENERAL MANAGER- Richard Sklar
Hetch Hetchy Power Rates

Mr. Sklar reported that a ruling was received this morning from the Federal Ninth Circuit Court of Appeals concerning litigation with airlines, the Turlock and Modesto Irrigation Districts and with the U.S. Department of the Interior regarding rates Hetch Hetchy may charge for power.

He said a "tremendous victory" has been achieved by Mr. McMorris M. Dow of the City Attorney's Office and Jerry Falk and Steve Mayer of the legal firm of Howard, Prim, Rice, Nemerovski, Canady and Pollak. The Court affirmed the City's right on all counts, sustaining one District Court ruling in City's favor, and overturning another District Court ruling against the City. This means "hundreds of millions" of dollars in additional revenues to the City's general fund from the Hetch Hetchy Power System in years to come.

Mr. Sklar said Oral L. Moore, Deputy General Manager and Chief Engineer, PUC; McMorris M. Dow, Utilities General Counsel; and the private attorneys will meet shortly and report to the Commission on the immediate impact of the ruling.

Mr. Mayer explained that the decision means the City need not go to Washington to secure approval of its rates; the City is free to set rates itself, subject to requirements of State or Federal law that they be reasonable; and the City may have the power, depending on the arbitrator, to withdraw Hetch Hetchy power from the Irrigation Districts and substitute power which City purchases from PG and E, which also would result in a net financial gain to the City. The Court's opinion was unanimous.

Cable Cars

Mr. Sklar read a memorandum which he sent to the Commission on September 25, 1979, concerning a recommendation to shut down the cable car system because of safety hazards. He said the Mayor has replied to his memorandum by letter dated September 25, 1979, to the Commission. He said Mayor Dianne Feinstein supports staff recommendation to shut down the cable car system effective with conclusion of operations this date, subject to Commission approval, in order to restore the system to a safe and operable condition. The Mayor also supports the staff program for complete rehabilitation of the system. This correspondence becomes a part of these minutes, available for public review in the office of the Secretary, PUC.

Mr. Moore stated that the Commission has received copies of the Chin and Hensolt report, which clearly indicates that the cable car system is unsafe to operate. Mechanically and structurally every aspect of the system has either failed or is on the verge of failure.

With the aid of charts and photographs, Mr. Moore explained that one of the major concerns is the "terrible" condition of 12 pull curves. The cable in some cases is no longer riding on the shiv of the pulley itself, and in many cases, the shiv is missing. He said the chafing bars are badly worn and becoming loose. This means that at any time around a curve, given a very small mechanical failure, the car could be stopped from its operating speed of 9 mph to 0 mph.

Mr. Moore said the rails and the slot rails are supported on wrought iron or steel yokes embedded in brick or concrete. Many of the yokes have been in use since the beginning of the system. In some instances the yoke is completely separated from the part holding the rail in place. Chin and Hensolt estimated that perhaps 1/3 of the yokes are broken and a much greater number eroded to the point where it is doubtful they can continue to support the loads.

There is an off-setting problem in the slot rail itself. The slot rails are also supported by the yokes. In many cases the connections with yokes are rusted away. The slot rail is sliding along the edge of the pavement with only minor restraints. The failure of another yoke could cause the rail to deflect, and result in a catastrophic sudden stop.

Mr. Moore explained that in the interim replacement program staff is proposing to overhaul all the pull curves. All forty pulleys would be replaced, and all lower chafing bars would be replaced. Secondly, the rail situation would be repaired by an arrangement of welded bars which would allow expansion or contraction in the joint itself and prohibit any deflection.

Mr. Moore said the 70 system depression beams are the other major item of concern. Chin and Hensolt has estimated that approximately half of them are in an unsafe condition. All of the depression beams would be overhauled. The slot rail be reinforced to avoid the possibility of a catastrophic stop.

Mr. Moore said there are no pull curves on the California Line. It is estimated that the work necessary to get the system back into initial operation on this line will require about 3 weeks.

It is hoped to get the Hyde Street Line back into operation prior to the Powell-Mason line. There is much more work involved in getting these lines back into operation, which will take 7 or 8 months.

Responding to President Pilcher, Mr. Moore said rehabilitation of the entire system calls for replacement of the concrete structure which supports the rails and the slot rails. To some extent the work will be duplicated.

Since the 2 lines will be shut down for 8 months, President Pilcher asked if there is a way the interim rehabilitation can be tied in with the complete rebuilding of the system.

Mr. Sklar replied that money for the complete rebuilding will have to be a line item in the President's budget 1980-1981. There is no UMTA funding available for this project. The funding process will take about 18 months, and the design process will take that long.

Responding to President Pilcher, Mr. Moore said interim repairs will cost $750,000.

Commissioner John M. Sanger asked about the possibility, as soon as the California line is operational, of moving to a California Hyde Street Line.

Mr. Sklar replied that it is almost impossible to make a direct California Hyde connection as there is no way to turn the Hyde cars around on the California line, which is a double ended car line. However, staff is considering repairing the straight portion of the Hyde line from Washington Street to Victoria Park first. Then a shuttle can be run to this line from the California line, and a shuttle from Powell and Market Street up to it. That component may go into operation before the remainder of the Hyde line. The next project would be the Hyde loop, from which a shuttle could be run to the Cable Car Barn. Following that the Powell-Mason line would be completed.

Commissioner Sanger asked the timing on the north end of the Hyde Street line. Mr. George Duarte, Deputy General Manager, Engineering and Maintenance, replied that it would be 3 or 4 months.

Mr. Moore stated that the rehabilitation recommended by Chin and Hensolt would introduce several improvements for operating the cable cars which should improve the overall safety.

Commissioner Henning asked if the interim rehabilitation cost includes San Francisco taxpayers' money.

Mr. Sklar replied that there is enough money available for interim repairs and to start the design work.

Dr. John M. Christensen, Jr., Assistant General Manager, Finance, reported that the 1979-80 TDA funds carry $960,000 for capital. Staff has discussed this with MTC, and MTC is prepared to place this item on the calendar for the Grant Review Committee on October 3, 1979, recognizing the urgency. This money was not allocated before, and is for capital.

The TDA funds are in addition to that already allocated for operations. A total of $8.7 million was included in the budget, $7.8 million for operations, and $960,000 for capital. This will be the application of that capital money. He said cooperation has been received from the Mayor's Office, the budget analyst for the Board of Supervisors, and the Finance Committee. This item will be processed rapidly, and the money should be available by October 10, 1979. On permanent rehabilitation, Dr. Christensen said Proposition 5, Fixed Guideway 1978-79 money was initially indicated to be for the Embarcadero turnaround--$1,392,000. Because of absence of an EIR for the turnaround, the money was reappropriated in 1979-30 for fixed guideways in San Francisco. San Francisco also has 1979-80 allocations of Proposition 5 money of $2.1 million. So there is a total of almost $3.5 million of fixed guideway money which can be used for engineering of the cable car rehabilitation. This will be the "front end" money of the $41 million and will be used for preliminary experimental design work, design engineering and some construction inspection.

Commissioner Sanger said the Commission was told less than a month ago that there was only so much capital money.

Mr. Sklar said there was only so much UMTA capital money. Muni had more local share available than UMTA could match. The excess local share that was not needed was saved. There is also the possibility of additional Proposition 5 money. Los Angeles had no fixed guideway projects, so San Francisco will endeavor to obtain this money.

Dr. Christensen explained that a decision will probably be made within the next 2 weeks as to whether or not San Francisco can use the $7.145 million Proposition 5 money on this project. These funds were appropriated for a fixed guideway people mover in Los Angeles in 1978-79. Los Angeles was unable to complete all the preparatory work to obtain an FFP. The money was reappropriated by mistake in the 1979-80 appropriation for San Francisco for fixed guideways. San Francisco would like to use it for the cable cars. The question is whether or not in the reappropriation process such funds can remain available when they are not in accord with the original appropriation. The attorneys are trying to decide not whether the funds must go back to Los Angeles or whether San Francisco can retain them.

Mr. Sklar commented that the work can still be accomplished without this $7.145 million. The money would add to the $8 million needed to match the Federal grant on the major rehabilitation.

Dr. Christensen said Muni is proceeding with this interim program with money known to be available.

Commissioner H. Welton Flynn asked if this would jeopardize any other program, and Dr. Christensen replied that it would not.

President Pilcher asked what has been done in the last 3 or 4 months since the Chin and Hensolt report has been prepared to obtain money for the entire rehabilitation.

Mr. Sklar stated that the Mayor has put this at the top of his "hit list". Mayor Diane Feinstein and Supervisor Louise Renne, Ms. Liz Robbins, have met with President Carter's representative who is arranging to consult with the Office of Management and Budget. There is no Urban funding available without taking other Bay Area money. A decision must be made to go for a line item appropriation in the President's budget as a National Historical Monument (something on special cable car improvements). Staff has prepared an elaborate brochure about the importance of the cable car. He said he will be meeting with Chin and Sue and Mr. Eisenberg of the White House on September 27 and 28, and will let the Commission know the reaction to a line item of $11 million. President Carter will have to think it is important enough to place in the budget and send to Congress.

President Pilcher asked if Chin and Hensolt came to the same conclusion independently that the cable car system must be shut down.

Mr. P.Q. Chin of Chin and Hensolt said the firm does concur with the opinion of Mr. Sklar and Mr. Moore. The cable car system at present is not safe, and interim rehabilitation must be done.

Since the report was submitted in June, Commissioner Flynn asked why it took staff 90 days to tell the Commission that the cable car system must be shut down.

Mr. Sklar replied that staff studied the report, and the Muni report came to him on September 20. Mr. Moore read it and in one day made a decision to shut the system down. Otherwise, Mr. Sklar said he had no "excuses".

President Pilcher said the Chin and Hensolt report did not contain a recommendation that the system be shut down. There was a reference to slowing it down from 9 to 7 mph.

Mr. Chin said that Chin and Hensolt felt it was not their decision to make.

Mr. Sklar stated that the system can not be slowed down, as it means changing the gear reduction box, which would take as long as making the interim repairs. Also, slowing it down might create new problems.

Mr. Chin stated that slowing the system down is one way to reduce wear on the system. However, as long as the necessary repairs are made the idea of slowing down the system may not have as high a priority.

Mr. Sklar commented that a letter has been received from Mr. Nielsen of the Powell Union Association suggesting that during shutdowns cars be placed at the ends of the lines in a stationary condition. Operators could explain the cars, and tourists could get on the cars and take pictures. Cars will be placed at Powell and Market Streets, at Victoria Park, at Bay and Taylor Streets, and at California and Drumm Streets. Operators will be assigned to those cars, and the turntables may be able to turn around. The cars will be placed in the locations each morning and removed each night by tow truck.

Commissioner Sanger said there are serious equipment and operator problems as it is, and he is concerned about how Muni is going to provide adequate substitute service. He is glad, he said, that some responsibility is being shown to the tourists.

Commissioner Sanger said he would like the Planning and Operations sections to address the question as to whether substitute service, particularly to serve Fisherman's Wharf, Ghiradelli Square, North Beach, and all the interim stops might not be better provided by substitute service that has nothing to do with the particular routes of the cable cars. He said there is very poor transit in that quarter, and it might not be a good idea to send motor coaches along the particular cable car routes.

Mr. Sklar said staff will examine service between the Market Street Union Square area and the wharf area. Staff has met with members of the Transport Workers' Union, Local 250-A, and the union feels that service along those routes is inadequate, and that more coaches are needed. Staff will come back to the Commission on this matter.

There followed a discussion between Commission and staff regarding using cable car operators on stationary cable cars at the ends of lines. Mr. Samuel W. Walker, Secretary, Local 250-A, TWU, explained that there are approximately 15 cable car operators who can not operate other vehicles. He said that during the shutdown these men would have other assignments at the cable car division, and would be available to work at stationary cable cars.

Mr. Sklar added that these men must be paid during the shutdown, as defined in the contract.

Commissioner Sanger asked about using the shutdown period for training these drivers to operate other vehicles, and Mr. Walker replied that the union has agreed to that.

Mr. Fred Perry of CAPTrans asked if there has been exploration through the Mayor's Office regarding a bond issue as an alternative means of raising funds for complete rehabilitation of the cable car system.

Mr. Sklar explained that the Mayor, in her letter stated she will support private alternative means of raising the money.

If the effort with the President fails, Mr. Sklar said it is his assumption that people from the private sector will be joining with the PUC in determining how alternate funding can be obtained to keep the cable cars running.

Mr. Walker stated that in December, 1978, the TWU submitted a detailed report to the Commission on safety of the cable cars. He said the union has not had time to analyze the Chin and Hensolt report.

President Pilcher said the union's findings were borne out, and everyone is now in agreement.

Mr. Fred Stint, Chairman of the Railway and Locomotive Historical Society, said his organization operates the Cable Car Museum and the Gift Shop. He said he is surprised that no consideration has been given to exhibitions that could be at the Cable Car Barn itself to assist with the Cable Car Museum. Cars parked at the ends of lines will be a costly undertaking. He said consideration might be given to offering free transportation to the Cable Car Museum, in order that people could see the history of the cable cars. Cable cars of the various types could be on display in the Cable Car Barn itself.

President Pilcher said she did not think free transportation could be provided. There would be bus service going to the Cable Car Barn.

Mr. Sklar said signs would be put up at the stationary cable cars explaining why the cars are not operating, and that people could ride to the Museum.

Mr. Stint asked how much consideration has been given to the cable cars themselves on California Street. There are 12 cars for this line, 10 of which are supposed to be ready at any time. However, it is difficult to get 6 on the line at any time. He said there should be a program to have at least 10 cars ready for operation.

Mr. Walter Ware, Cable Car Division General Superintendent, reported that he has spoken to Mr. Frank Baggetta, Transit Equipment Supervisor, about this problem, and he is putting machinery into operation to place as many cars in operation as possible.

Mr. Virgil P. Caselli, Chairman of the Citizens Advisory Committee to Cable Car Rehabilitation, said he would hope consideration would be given to the merchants, especially in the waterfront area which is not as well served as downtown, through alternative means of transportation if the system is to be shut down. He said he and a number of other business people have formed the rudiments of a cable car task force, for the purpose of assisting the City and the PUC in any way possible.

He said this task force is representative of downtown interests, Fisherman's Wharf interests, and hotel interests. He said they will be meeting with the Mayor shortly to launch a massive attack on this problem, whether it be to raise money to send a lobbying expedition to Washington, a publicity campaign to focus national and local attention on the problem, or, if need be, to try and raise $40 million.

President Pilcher asked if there is some way people can reach Mr. Caselli if they wish to join the task force.

Mr. Caselli said he can be reached at his office at Ghiradelli Square.

Mr. Edward Pilgrim of the Downtown Association, said the Association is very concerned about the problem, and that he is a member of Mr. Casella's task force.

Mr. Catton stated that the No. 15 line is completely inadequate in that it runs only about every half hour during the middle of the day. He urged the Commission to increase the number of buses that will be running to Fisherman's Wharf.

President Pilcher commented that during a previous shutdown someone told her that they had just missed a bus that was substituting for the cable car. This person was told that there were 15 minute headways.

Mr. Duarte said the headways are now about 10 minutes.

Mr. Sklar explained that staff will begin with current scheduling along that line tomorrow. This will involve sign-ups and driver changes to make the changes necessary to transport people to the wharf area. Whatever changes are necessary will be made. If the union or anyone in the private sector sees a need, staff should be so advised.

Responding to Commissioner Sanger, Mr. Sklar said it is easy to add service.

Mr. Walker commented that in the middle of the day on the No. 15 line buses go to alternate terminals: that is, every other coach goes to Pacific Avenue, instead of all the way to the wharf. That is the cause of the longer headway in the wharf area.

Mr. Sklar commented that a group which has played a part in the process is not here to defend itself. He said it would be worthwhile looking at Muni's requests over the last 9 years for maintenance personnel and money, and what happened to those requests at the Board of Supervisors under a number of Finance Committee Chairmen. At one time 22 people were requested for cable car repair, and 1 person was allowed. Another time 15 people were requested, and 2 were allowed. Staff is compiling a record which will be made available to anyone who is interested. This is an indication of what happens when maintenance is deferred.

Mr. Norman Rolfe of San Francisco Tomorrow, and also of the Citizens Advisory Committee to Cable Car Rehabilitation, said the present condition of the cable car system is the result of 30 or 40 years of deferred maintenance. Ever since the City took over the cable car system, he said it has been a "down hill trip". He added that any form of transportation can be made to look dangerous. He asked that the schedule be kept, and that the shutdown time be kept to a minimum.

President Pilcher asked if penalty clauses for delays can be included when cable car repairs are put out to bid.

Mr. Sklar said he has every confidence in Mr. Moore's ability as the City's best engineering maintenance manager.

Mrs. Frieda Klussmann of the Citizens Advisory Committee to Cable Car Rehabilitation, said today's meeting has been a thrilling experience, and this is the first time she has come to a meeting in City Hall and felt like saying "Hallelujah", welcome to San Francisco". She said she has been to many meetings and received grim looks and complete silence when talking about the cable cars.

She said it is almost election time, and people running for office "are coming around". Sidney Nickerson of KCBS did a poll, and out of 37 inquiries only 2 people were "anti cable car".

Mrs. Klussmann said she has worked with the Municipal Railway since 1947, and the employees there, on the whole, are a great group. She said she thinks there is a new spirit in San Francisco, and that people have a great deal of confidence in Mr. Sklar.

Mr. Maurice Klebolt, President, CAPTrans, said that CAPTrans supports shutting down the cable car system for interim repairs, and that it is a shame that this action was not taken 3 or 4 years ago. He reminded the Commission that all through the modernization program of the Municipal Railway, through the mechanics of SMFRIC, no attempt was ever made to provide for cable cars. SFMRIC never involved itself in any funding for cable car maintenance. He commented that in 1971, then Supervisor Dianne Feinstein, began the issue of the E Line. If the E Line were in service today it would relieve the burden and satisfy the problems of Mr. Caselli and other groups on the northern waterfront.

Resolution No. 79-0363--Declaring that an emergency exists in accord with Section 6.30 of the San Francisco Administrative Code, caused by a combination of mechanical deficiencies throughout the cable car system; and approving supplemental appropriation, amount $750,000 for cable car emergency rehabilitation.

On motion of Commissioner Sanger, seconded by Commissioner Flynn, Resolution No. 79-0363 was unanimously adopted.

3:05 P.M. --Mr. Sklar was excused from the meeting.

Resolution No. 79-0364--Appointing Oral L. Moore, Deputy General Manager and Chief Engineer, PUC to serve as Acting General Manager of Public Utilities in the absence of Richard Sklar, General Manager of Public Utilities, until further notice.

This resolution was taken out of order.

On motion of Commissioner Flynn, seconded by Commissioner Sanger, Resolution No. 79-0364 was unanimously adopted.

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ITEM NO. 7(a)--Approving Department of Public Works' proposal for construction of new street lighting on 19th Avenue at Holloway.

Commissioner Sanger said this is the fourth time he is requesting that plans be submitted to the Commission for approving construction of new street lighting.

President Pilcher directed that this item be removed from the consent calendar and continued to the Commission meeting of October 9, 1979.

****

Resolution No. 79-0376--Approving supplemental appropriation, amount $13,644,000 to return balance of funds from G.L. 491- Unappropriated Revenue Retained Subsidiary- Emergency Reserve to G.L. 495- Commitment of Fund Balance.

Commissioner Sanger asked for an explanation of this resolution.

Dr. Christensen stated that in June the reverse supplemental request was made to place these funds in the tax base of the City.

These funds were reserved so that in the event the Gann Amendment was passed the funds would already have been included in the City's base. Now the Controller has requested that the action taken be reversed. He said the Commitment of Fund Balance is the same as the old Unappropriated Reserve.

Mr. Moore stated that these funds have nothing to do with the current year's budget.

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Resolution No. 79-0378--Approving the execution of a Professional Services Agreement with Earth Sciences Associates, in the total amount of $64,000 in connection with evaluation of the effects of fault rupture, should one occur, at San Andreas Dam.

Commissioner Sanger asked if the firm corrected some failure on the affirmative action situation by selecting a new subcontractor.

Mr. George L. Newkirk, Contract Compliance Officer, stated that the firm has corrected the deficiency which existed. They had named only one of the three teams they would be using. Through consultation with Mr. Newkirk's Office they have selected another team.

*****

Resolution No. 79-0380--Authorizing the General Manager of Public Utilities to sign the revised agreement with the California Department of Transportation to establish Line 87- Civic Center Express on weekdays from July 16, 1979 through December 31, 1979.

Responding to a question from President Pilcher, McMorris M. Dow, Utilities General Counsel, explained that the California Department of Transportation removed the previous hold harmless agreement. The agreement which the Commission previously approved is not the one the Department of Transportation now has.

Commissioner Sanger asked if there is any significant change in the City's liability in the revised agreement, and Mr. Dow replied, "No, City would have been liable anyway".

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Resolution No. 79-0382--Appointing Dean E. Showers and Gregoire A. Calegari to the Transport Workers Union- San Francisco Municipal Railway Trust Fund as alternate trustees.

Commissioner Henning requested that he be excused from voting, as Mr. Calegari is his accountant.

On motion of Commissioner Sanger, seconded by Commissioner Flynn, the Commission voted unanimously to excuse Commissioner Henning from voting.

President Pilcher reported that the two new trustees have gone to their first meeting of the Transport Workers Union, and are desirous of making a report to the Commission very soon.

THEREUPON THE MEETING ADJOURNED: 3:25 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

October 9, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:12 P.M.

Present: President Claire C. Pilcher, Vice-President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

The minutes of the regular meeting of September 25, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0384 HH Approving Department of Public Works' proposal for construction of new street lighting on 19th Avenue at Holloway.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0385 HH Authorizing bid call for HH Contract No. 609-Construct Trolley Coach Turnaround at Transbay Terminal. Estimated Cost: $120,000 (Trolley Overhead Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0386 W Accepting as satisfactorily completed work under WD Contract No. 1754, Installation of 6", 8" and 12" Ductile Iron Main in Homewood Place; approving credit modification of $3,579.60; and authorizing final payment of $1,294.99 to Dalton Construction Company, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0387 W Accepting as satisfactorily completed work under WD Contract No. 1718, Remote Control of Line Valve in Bay Division Pipeline #4 at East Pulgas, San Mateo County; and authorizing final payment of $11,699 to Amelco Company, Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0388 W Accepting as satisfactorily completed work under WD Contract No. 1767, Excavation and Repaving for Water Service Trenches; approving debit modification of $5,475.90; and authorizing final payment of $4,284 to Lowrie Paving Co., Inc., Contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Call to Order: 7:15 p.m.

Present: Councilors Marie C. Fletcher, Vice-President Peter Jackson, Consultants G. Peter Flynn, John R. Harper

Absent: Councilors John C. Manning, Jr.

The minutes of the regular meeting of Monday, 7b, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

Resolution No.	
	On motion of Councilor, seconded by Flynn, the following resolution was adopted:
79-0374 (D)	Appropriating Department of Public Works' proposal for construction of new street lighting on Elm Avenue at Bell Ave.
	Vote: Yes-Fletcher, Jackson, Flynn, Harper
	On motion of Jackson, seconded by Flynn, the following resolution was adopted:
79-0375 (D)	Authorizing the sale of Contract No. 600-Construct Trolley Crossing Improvements at Trumbull Street. Increased Cost $120,200 (Trolley Overhaul Program)
	Vote: Yes-Fletcher, Jackson, Flynn, Harper
	On motion of Harper, seconded by Flynn, the following resolution was adopted:
79-0376	According as satisfactorily completed work under Contract No. 1724, Installation of 8", 9" and 12" Ductile Iron Main in Elmwood Place; approving credit modification of $3,212.00 and authorizing final payment of $1,294.00 to Nelson Construction Company, Contractor.
	Vote: Yes-Fletcher, Jackson, Flynn, Harper
	On motion of Harper, seconded by Flynn, the following resolution was adopted:
79-0377	According as satisfactorily completed work under Contract No. 1717, Water Control of the Value on Dry Division Tunnel, 14th at East Parkway, Cuyahoga County, and authorizing final payment of $11,895.00 to Jacobs Company, Contractor.
	Vote: Yes-Fletcher, Jackson, Flynn, Harper
	On motion of Harper, seconded by Flynn, the following resolution was adopted:
79-0378 (D)	According as satisfactorily completed work under Contract No. 1737, Construction and Repairing for Water Service Trenches; approving Jacobs Construction of $3,415.00 and authorizing final payment of $4,124.00 to Jacobs Construction Co., Contractor.
	Vote: Yes-Fletcher, Jackson, Flynn, Harper

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0389 W Approving write off of uncollectible delinquent accounts less than $50, as acted upon by the Water and Sewer Lien Committee at its meeting of June 21, 1979, amount $94,133.99.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0390 W Approving collection of Water Department claims for damages against miscellaneous debtors, amount $1,686.94, month of September, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0391 M Approving modification in the debit amount of $16,007.31 to make changes in the work in order to satisfactorily complete the lighting system installation and to provide adequate clearances in Twin Peaks Tunnel, under Contract No. MR-662-Lighting System in Twin Peaks Tunnel. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0383 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $51,164.33.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0392 M Approving traveling expense vouchers for Ernest Johnson, amount $742.95; Lee Washburn, amount $926.64; Frank Bauer, amount $752.13; Don Cameron, amount $752.13; Frank Guzzo, amount $529.23; Edvin Olsen, amount $506.63; Thomas Mullaney, amount $543.64; and Rod Bartholomew, amount $939.41, in connection with Muni Metro System operations.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0393 HH Approving the Capital Improvement Program of Hetch Hetchy Water and Power for the period 1980-81 through 1985-86, and approving the amount of $8,338,200 as the cost of the program for fiscal year 1980-81.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by McCrea, the following resolution was adopted:

79-0394 W Approving the Capital Improvement Program of the San Francisco Water Department for the period 1980-81 through 1985-86, and approving the amount of $7,442,000 as the cost of the program for fiscal year 1980-81.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0395 W Authorizing the General Manager of Public Utilities on behalf of the City and County of San Francisco to execute an extension until June 1, 1981, of the 5 agencies Agreement to transport State water to the Marin Municipal Water District.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolutions were adopted:

Awarding and approving seven (7) grazing lease bids in Alameda/Santa Clara Counties for a term of 3 years; and rejecting one (1) grazing bid:

79-0396 W Parcel B- to Richard Mendoza-290 acres at a yearly rental of $5,075.00

79-0397 W Parcel C- to William McDonald- 4405 acres at a yearly rental of $119,375.50.

79-0398 W Parcel D- to Ernest J. Pombo- 1335 acres at a yearly rental of $32,707.50

79-0399 W Parcel E- to Donald H. Hays- 785 acres at a yearly rental of $13,831.70

79-0400 W Parcel F- to Ferrara Meat Co.,-2100 acres at a yearly rental of $34,335.00

79-0401 W Parcel G- to Ernest J. Pombo- 380 acres at a yearly rental of $7,030.00

79-0402 W Parcel I- to Tony and Russ Fields- 1961 acres at a yearly rental of $4,400.00

79-0403 W Parcel H- rejecting the sole bid, submitted by John Covo, for 480 acres at a yearly rental of $960.00; and authorizing the San Francisco Water Department to negotiate an acceptable higher rent with John Covo or any other person or parties.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0404 W Awarding to Manuel Garcia a 64 acre grazing lease in Alameda County for a term of 3 years commencing November 1,,1979, in the amount of $1,088 per year.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

[illegible] Jan., adjourned on motion the following [illegible] -satisfactory:

[illegible] Engineering [illegible] improvements [illegible] Fee [illegible] for the period [illegible] through 1982-83, the [illegible] amount of $1,[illegible] as the cost of the [illegible] for fiscal year 1980-81.

Voted: Aves-Pillsbury, Mirsky, Flynn, Hanson

On motion of Jones, seconded by Flynn, the following resolution was adopted:

[illegible] authorizing the General Manager of Public Utilities or Mayor of the City and County of San Francisco to execute an [illegible] until June 30, 1981, of the existing agreement to [illegible] State water to [illegible] Municipal Water District.

Voted: Aves-Pillsbury, Mirsky, Flynn, Hanson

On motion of Mirsky, seconded by Pillsbury, the following resolutions were adopted:

[illegible] (7) [illegible] Jesse [illegible] Chapin [illegible] of [illegible] and rejecting one (1) [illegible]

[illegible] 8- to Richard Thompson-380 acres at a yearly rental of $[illegible].00

[illegible] C- to William McDonald- 4006 acres [illegible] a yearly rental of $[illegible].50.

[illegible] D- to [illegible] . Fondo- 1757 [illegible] at a yearly rental of $[illegible].50

[illegible] F- to [illegible] . Jones- 705 acres at a yearly rental of $[illegible].70

[illegible] F- to [illegible] Mae Co.,-[illegible] acres at a yearly rental of $[illegible],[illegible].00

[illegible] C- to [illegible] . Fondo- 160 acres at a yearly rental of $[illegible],000.00

[illegible] I- to [illegible] and Jane Platte- 1911 acres at a yearly rental of $[illegible],00.00

[illegible] D- [illegible] the sale bids submitted to Tom [illegible] to write as a yearly rental on [illegible], as according the [illegible] acreage [illegible] accordingly, [illegible] the City under [illegible] of [illegible]:

Voted: Aves-Pillsbury, Mirsky, Flynn, Hanson

On motion of Mirsky, seconded by Pillsbury, the following resolution was adopted:

[illegible] to [illegible] a [illegible] lease [illegible] for a term of 3 years [illegible] 1,[illegible], [illegible] amount of $[illegible] per acre

Voted: Aves-Pillsbury, Mirsky, Flynn, Hanson

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0405 W Authorizing the General Manager of Public Utilities to execute an amendment of the 170 acre grazing lease awarded to William Hartin on September 26, 1978, to provide for deletion of 64 acres from said lease with a rental reduction in direct proportion to the remaining leased acreage.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0406 W Authorizing payment to Dolores Stover and Floyd Stover of $7,500 as well as of the money difference, if any, between the market price of $135,000 and the actual price to be realized upon the sale of said plaintiffs' property at 1125 Helen Drive, Millbrae, California, in consideration of a release of all claims for damages to said property, and a dismissal of San Mateo County Superior Court Action No. 206039 and all related cross-actions.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0407 M Approving the Municipal Railway capital improvement projects described in the Project Data sheets prepared on September 21, 1979, and the Abstract of Projects with Ad Valorem Funding dated September, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0408 M Approving the proposed transfer of a portion of Lot 1, Block 756 with approximate dimensions of 45' 2" along Fillmore Street and 201' 6" along Turk Street, to the Art Commission in consideration of payment of the $45,900 historic cost of this parcel as determined by the Director of Property and as required by Section 23.17 of the Administrative Code.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0409 M Approving supplemental appropriation, amount $127,655, to provide funds for the employment of 17 Muni Metro temporary positions to perform certain functions relative to the maintenance of the Muni level of the Market Street subway.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0410 M Authorizing the General Manager of Public Utilities to approve travel expenses not to exceed $1,000 for Buford Johnson, Transit Planner III, to attend a tuition free training session to instruct transit/transportation planners to use program models developed by UMTA and FHWA, from October 15 through October 19, 1979, at the U.S. Department of Transportation's Transportation Systems Center in Cambridge, Massachusetts.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0411 GO Approving the appointment of Dean Coffey as General Manager, Hetch Hetchy Water and Power, said appointment to be effective October 10, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

78-0840 A [illegible] the General Manager of public utilities in Bergen County [illegible] to accept [illegible] for [illegible] Elmwood Ave., [illegible] Ridge Road, [illegible] Bergen County [illegible] conditions in [illegible] Township of Wanaque to [illegible] water [illegible] in Township, Bergen County.

Voted: Ayes-[illegible], Noes, [illegible], Absent: [illegible]

On motion of [illegible], seconded by [illegible], the following resolution was adopted:

78-0841 CO [illegible] the [illegible] of [illegible] Center [illegible], General Contractor, [illegible] and Power, value [illegible] to be effective October 1[illegible], 1977.

Voted: Ayes-[illegible], Noes, [illegible], Absent: [illegible]

Resolutions [illegible] above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS

Muni's Revised Transportation Plan for the Elderly and Handicapped

President Claire C. Pilcher stated that a notice of public hearings has been received regarding the revised transportation plan. Hearings will be held October 10, 1979, at the Hall of Flowers from 7:00 to 10:00 p.m., and on October 11, 1979, at the Public Health Department, 101 Grove Street, from 1:00 to 5:00 p.m.

President Pilcher noted that the PUC will have this item on its agenda two weeks from today, and must submit a report to UMTA by the end of October and to the MTC by January 1, 1980.

Mr. Richard Sklar, General Manager of Public Utilities, said the Commission should tell staff how much money it wishes to spend for elderly and handicapped transportation, and whether the priorities are para-transit or accessibility. Staff will then prepare a plan, which will be debated.

Commissioner John M. Sanger said he hopes the Commission will receive some basic data which will make it possible to make decisions.

Mr. Sklar suggested that the Commission discuss the matter with Mr. Lyle Peterson, Coordinator of Elderly and Handicapped Programs.

REPORT OF THE GENERAL MANAGER- Richard Sklar

Attack on Muni Bus

Mr. Sklar referred to the attack on some Muni riders by a group of young thugs on the night of October 6, 1979. These young men were coming from a dance, boarded a 38 Geary bus, and beat up and robbed 5 or 6 passengers. He said the Police Department will add an indeterminate number of policemen to the transit police force. He said there has been a dramatic decrease in the number of incidents since Muni concentrated the security task force three months ago on the most troublesome lines. Incidents have dropped by half.

President Pilcher commented that the Police Department had been notified the day before the dance of the time it would be over. Also, a Muni inspector did call police again the night of the dance.

Commending Muni Operator Oscar D. Hollin

Mr. Sklar read a note from Mr. James H. Leonard, Director of Public Service, concerning Mr. Hollin, a driver on the 30 Express line. On October 5, 1979, following a football game at Galileo High School, his coach stopped at Van Ness and Chestnut Street, and a large group of teen-agers came aboard.

After he started up, they immediately became unruly and loud and attempted to grab wallets and purses. Mr. Hollin stopped his bus in the middle of the street, walked to the rear of the coach, and stated, "All right, get out or I'll call the man". The trouble makers immediately got off.

One of the passengers called on Mr. Leonard, and said that thereafter every passenger who left the coach complimented and thanked Mr. Hollin. This passenger said Mr. Hollin moved so quickly and decisively that he calmed an explosive situation. Before moving to the rear of the coach he assured the passengers that police were on the way. Mr. Hollin is 6ft. tall and weighs 240 pounds.

He is a minister at a Baptist church, and he and his wife are foster parents in a program operated by the Florence Crittendon Home. Mr. Hollin is in his 25th year with Muni. Mr. Sklar said staff will take all possible action to compliment and reward Mr. Hollin.

Missed Equipment on Diesel Runs

Mr. Sklar reported the first incidence of missed equipment on the diesel runs since June, 1979, on October 8, 1979. Muni has had difficulty in having shop personnel work overtime because it takes 3 or 4 months for the payroll system to pay for overtime worked.

Mayor Dianne Feinstein and Mr. Sklar met with a group of union officials last week, and the Mayor is preparing a letter to the Controller and the Civil Service Department requesting that the payroll procedure be improved. The shop personnel did not work, and 25 runs were missed.

Canon Kip Community House

Mr. Curtis E. Green, General Manager, Municipal Railway, reported that Canon Kip was given $267,000 by the PUC about 9 months ago to improve maintenance and service. He said Canon Kip is proud to report that client service has been upgraded by 40 percent, due in large part to financial assistance provided by the Commission.

Part Time Drivers

Commissioner Peter McCrea commented that a month ago there was a discussion regarding the problem of providing enough service for the increased Muni patronage. He said he understands Muni revenues are substantially increased as a result of "jamming" people on the buses. He asked if this surplus revenue can be used for hiring part time drivers and adding buses to alleviate this problem.

Mr. Sklar replied that staff is now preparing a supplemental appropriation for this purpose. On an annual basis there is $3 million estimated above the Controller's estimate. Less than one-half of the total estimated amount will be used initially for part time operators.

However, he said, there is a problem in that there is a sentiment at the Board of Supervisors, the Controller's Office, and in Rudy Nothenberg's office that the additional estimated income should be saved for next year. Staff will have to make the case that this money is derived from Muni and should be returned to Muni now. Some of the $3 million will be saved for a further supplemental appropriation for fuel and materials increases and driver needs in the spring, if necessary..

Mr. Sklar stated that Nancy Keane, Assistant General Manager, Administration, has done an incredible job of "filling the pipeline". Muni has requisitions in for 50 part time drivers, and classes are ready.

Commissioner McCrea stated that if the supplemental appropriation is passed, staff should vigorously lobby in all of the public forums to obtain passenger support in order to get some of the "griping on the street" into the Supervisors chambers.

Mr. Sklar responded to Commissioner Sanger's questions as to when the Commission would receive a report from the planning section on meeting transit needs in cable car corridors with "Before the next PUC meeting".

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ITEM NO. 7 (c)--Approving settlement of the unlitigated claim of Leonore Grosflam, Superior Court No. 714-830, against the San Francisco Water Department, in the amount of $4,200.

Used Equipment on Diesel Runs

Mr. [illegible] reported the first increment of used equipment on the diesel runs [illegible], 1974, on October 1, 1974. [illegible] difficulty [illegible] 3 or 4 months for the [illegible]

[illegible] met with a group of union officials last week, and the Union is preparing a letter to the Controller and the Civil Service Commission requesting that the payroll procedure be improved. [illegible] and 15 have been missed.

South City Community Route

Mr. Curtis E. Green, General Manager, [illegible] Railway, reported that [illegible] by the [illegible] to improve maintenance and service. [illegible] to report that [illegible] service has been upgraded by 10 percent, due in large part to financial assistance provided by the Commission.

Part Time Drivers

Commissioner Peter Weiner commented that a month ago there was a discussion regarding the problem of providing proper service for the increased [illegible]. He said he understands that revenues are substantially increasing as a result of [illegible] people on the system. He asked if this surplus revenue can be used [illegible] to alleviate this problem.

Mr. [illegible] replied that staff is now preparing a supplemental appropriation for this purpose. [illegible] $2 million estimated above the Controller's estimate. Less than one-third of the total estimated amount will be used initially for part time operators.

However, he said, there is a problem in that there is a sentiment at the Board of Supervisors, the Controller's office, and [illegible] that the additional [illegible] income should be saved for next year. [illegible] the case that this money is [illegible] He said part of the $2 million will be used for a further supplemental appropriation for [illegible] increases and [illegible], if necessary.

Mr. [illegible] stated that [illegible] Assistant General Manager, Administration, has been [illegible] of filling the [illegible] and classes are ready.

Commissioner [illegible] stated that if the supplemental appropriation is passed, staff should vigorously [illegible] in all of the public forums [illegible] support in order to get [illegible] on the street [illegible]

Mr. [illegible] responded to Commissioner [illegible]'s questions as to how the Commission could receive a report from the [illegible] on meeting transit needs [illegible] before the next [illegible] meeting.

Legislation

[illegible] the San Francisco Water Department, in the amount of [illegible]

President Pilcher said she read the report, and doubted the conclusion that the unlitigated claim could be defended.

Mr. McMorris M. Dow, Utilities General Counsel, said he would check into the matter.

President Pilcher directed that this item be taken off calendar.

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Resolution No. 79-0385--Authorizing bid call for HH Contract No. 609- Construct Trolley Coach Turnaround at Transbay Terminal. Estimated Cost: $120,000.

Commissioner Sanger said it is not clear to him that it has been settled that as far as the new Transbay Terminal reconstruction plan is concerned that the Muni route is going to be in front of the terminal.

Mr. Sklar said this has been agreed to by all parties.

Commissioner McCrea stated that a new plan has been adopted for the Transbay Terminal which would eliminate the ramp and put a turnaround in front of the building with a bridge over the top of the turnaround on Mission Street.

Mr. Oral L. Moore, Deputy General Manager and Chief Engineer, said the installation would replace the streetcar route. He said this may have to be modified when the Transbay Terminal is modified.

Mr. Sklar commented that Muni may have the loop on the old ramp for 2 or 3 years before Transbay Terminal redesign is started. There is now a question as to whether anything will ever be done to redesign the terminal.

Commissioner Sanger asked if installing these wires would interfere with streetcar operations, and Mr. Moore replied, "No".

Resolution No. 79-0393--Approving the Capital Improvement Program of Hetch Hetchy Water and Power for the period 1980-81 through 1985-86, and approving the amount of $8,338,200 as the cost of the program for fiscal year 1980-81.

Responding to Commissioner Sanger, Mr. Moore stated that last year a decision was made that the PUC should review the capital improvement program before it is submitted to City Planning.

Commissioner Sanger noted that there are 2 new items under Capital Improvement Projects Hetch Hetchy Operating--Moccasin, Low Head Generating Facilities, and Eleanor-Cherry Pump Station.

Mr. Moore stated that Eleanor-Cherry Pump Station was included last year. The other item, he said, would be a plant at Moccasin, which would use water from Moccasin spillway. He said staff has been looking at generating facilities at Moccasin for 5 years, and this year it is a feasible project.

Commissioner Sanger asked if it is contemplated to fund this latter item from accrued revenues, and Mr. Moore replied in the affirmative.

Mr. Moore said that the next step would be an environmental review. He said this year's budget includes funds for the EIR and engineering studies.

Commissioner Sanger said he would like to see a study of revenue implications, and what the pay back period would be.

President Gibbs then read the report, and declared the resolution that the Institutional Plan could be adopted.

Mr. Dolphin M. Cox, Utilities General Counsel, said he would answer questions.

President Gibbs directed that this item be taken as unanimous.

****

Resolution No. 14-0243-Authorizing and Will for Condemnation Action-Construct Hockley Creek Drainage at Tomball, Tomball. Estimated Cost: $[illegible].

Commissioner Mercer said it is not clear to him why it has been settled that at the end of the Tomball Terminal reconstruction plan is contemplated that the bus route is going to be in front of the terminal.

Mr. Ritter said this has been agreed to by all parties.

Commissioner Mercer stated that a new plan has been adopted for the Tomball Terminal which would eliminate the use of a turnaround in front of the building with a driveway over the top of the turnaround on Wilson Street.

Mr. Neal L. Corte, Deputy General Manager and Chief Engineer, said the installation would replace the structure [illegible] this may have to be moved so that the Tomball Terminal is realized.

Mr. Ritter commented that that may have the long or the old ramp for 2 or 3 years before temporary the final decision is started. There is now a question as to whether anything will be or not done to replace the terminal.

Commissioner Mercer asked if installing lower ramps would interfere with structure operations, and Mr. Moore stated, "No".

Resolution No. 14-0244-Condemning the Required Easements-Construct of Hockley Creek Drainage at the Corner [illegible] Street, and Determine the Amount of [illegible] to be Paid for the Property for Street [illegible].

Responding to questions raised, Mr. Moore stated that the property acquisition was such that the [illegible] property [illegible] improvement process before it is submitted to the Commission.

Commissioner Mercer noted that there are 2 new lines: Central Improvement Projects Bond Supply Contracts--Cocker, Low Wood Associating Facilities, and Cleanner-Dover Tree Station.

Mr. Moore stated that Cleaner-Cherry Tree Station was included in the plan. The other item, he said, could be a [illegible] which would take water from [illegible]. He said [illegible] been looking at [illegible] facilities in [illegible] for 3 years and this year is to be a feasible project.

Commissioner Mercer stated [illegible] to some [illegible] later time [illegible] Mr. Moore [illegible] affirmative.

Mr. Moore said that the [illegible] be on [illegible] reading. He said this [illegible] for the [illegible] and continuing at [illegible].

Commissioner Mercer said [illegible] to see a study of [illegible] implications [illegible].

Mr. Moore said that construction is not authorized, but this is indicated as part of a long range plan. At budget time a feasibility study will be submitted.

Commissioner Sanger commented that it is an excellent project, and that he is in favor of initiating power and revenue.

Mr. Moore said this project would utilize water that has been falling down. He said most of the Hetch Hetchy System is a pressure system.

Commisssioner McCrea commented that the other new item is Peak Power Facilities- Item No. 14.

Mr. Moore said this is sheer speculation based on what might be the results of studies.

Commissioner McCrea asked if staff could prepare in the next 4 or 5 months a paper describing the "trade offs" between Item No. 10--Wards Ferry and Clavey Complexes, Construction, and Item No. 14--Peak Power Facilities. He said they are not mutually compatible projects in all instances. He also requested that the R.W. Beck and Associates study be updated regarding feasibility of cost benefit analysis of Clavey-Wards Ferry and what Peak Power Facilities cost benefit analysis might be. Mr. Moore said he expects to have the results of the consultant's study within 7 months.

Commissioner McCrea asked that when the study is received either consultant or staff prepare an overview that ties together the Clavey-Wards Ferry project with Item 14.

Mr. Moore replied that this is part of the consultant's job, and said the Commission will have this information before budget time.

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Resolution No. 79-0407--Approving the Municipal Railway capital improvement projects described in the Project Data sheets prepared on September 21, 1979, and the Abstract of Projects with Ad Valorem funding dated September, 1979.

Mr. Sklar explained that the Commission is not approving Muni's capital projects. These will be presented to the Commission on October 23, 1979.

President Pilcher asked if the Commission could have the material before the regular calendar is distributed, and Dr. John M. Christensen, Jr., Assistant General Manager, Finance, replied that this material will be given to the Commission on October 17 or 18, 1979.

Mr. Sklar stated that the Commission will not be receiving anything new, but will receive the formalization of the capital priorities presented earlier and the UMTA grants relating to them.

ITEM NO. 16--Authorizing staff of Municipal Railway to issue a revocable permit to Arthur H. Shooter, Inc., for storage of construction materials on a portion of Lot 5, Block 1268, from September 28, 1979 to February 28, 1980, all for a consideration and one time permit fee to be determined by the Real Estate Department.

Commissioner Sanger asked if there has been any notification to neighborhood groups in the area, as the area is adjacent to the the west portal of the Sunset Tunnel, which is used as an informal park. He asked if there will be trucks moving in and out.

Mr. Green replied that there has been no notification to neighborhood groups to his knowledge. He explained that the Department of Public Works' contractor will be storing some equipment and materials.

Commissioner Sanger commented that the contractor will be planting trees in the Haight Ashbury district, and has to cross the tracks on the N line where the first LRVs will be running.

Commissioner McCrea suggested that a condition of issuing the permit be that Muni monitor the performance of the contract.

Mr. Sklar suggested having Messrs. Moore and Green look at the situation and report back to the Commission.

President Pilcher directed that this item be put over to the PUC meeting of November 13, 1979.

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Resolution No. 79-0409--Approving supplemental appropriation, amount $127,655 to provide funds for the employment of 17 Muni Metro temporary positions to perform certain functions relative to the maintenance of the Muni level of the Market Street subway.

Commissioner McCrea asked if it would be appropriate to send a letter to the BART Board of Directors.

Dr. Christensen explained that staff has been working on this matter for 3 months, and that the next and probably the last meeting will be held in two weeks. After that, he said, the unresolved matters will be clearly defined and at that point it would be appropriate to send a letter.

He said staff will have a meeting then with Mr. Richard Demko, his engineer, and attorneys and will endeavor to finally resolve claims and counter claims. BART claims the City owes #450,000 in power invoices. The City claims BART owes the detour cost of $4 million. The other claims have been mostly cleared up.

Responding to President Pilcher, Dr. Christensen said the City claims it owes $250,000 for power and not $450,000.

Commissioner Sanger made a motion to send a letter to BART stating that both agencies would have something to gain by settlement, and that the City has been disappointed in being unable to divorce the contractual services from the settlement of prior claims. It is necessary for the City to go ahead with the Muni Metro program.-

Mr. Sklar pointed out that he has said all of this to BART representatives.

President Pilcher said she is opposed to the Commission taking a negative stance.

Commissioner Sanger said he sees no reason why claims negotiations have anything to do with saving Muni and BART money on janitorial services.

Dr. Christensen stated that BART's position is it will not supply startup work until the claims are settled. Also, BART is on strike and can not perform. For the long term, he said, Muni has agreed to negotiate later for janitorial services where there will be economies to both parties.

Commissioner McCrea said the City is to spend money not necessary as a bargaining tool to solve a suit that has nothing to do with janitorial services. He said the BART Board of Directors should be so informed.

Commissioner Flynn asked if staff sees proposed resolution interfering with negotiations, and Dr. Christensen replied, "No".

Commissioner Flynn seconded the motion to send a letter to BART, which was passed. President Pilcher voted "No".

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Resolution No. 79-0410--Authorizing the General Manager of Public Utilities to approve travel expenses not to exceed $1,000 for Buford Johnson, Transit Planner III, to attend a tuition free training session to instruct transit/transportation planners to use program models developed by UMTA and FHWA. from October 15 through October 19, 1979, at the U.S. Department of Transportation's Transportation Systems Center in Cambridge, Massachusetts.

President Pilcher asked if staff thinks this is a valuable program.

Mr. Green explained that Mr. Tom Matoff, Director of Planning, Municipal Railway, has asked that Mr. Johnson be allowed to attend this training session. He views it as an opportunity to greatly upgrade the planning section. Among other things, it will be of benefit to the latent demand study.

Commissioner Sanger said it is his observation that there is not a habit of purchasing excursion fare tickets.

Mr. Sklar commented that both he and Mr. Green used super saver fares on a recent trip.

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Resolution No. 79-0411--Approving the appointment of Dean M. Coffey as General Manager, Hetch Hetchy Water and Power, said appointment to be effective October 10, 1979.

Mr. Sklar recommended Mr. Dean Coffey's appointment, and stated that the Commission might interview Mr. Coffey before making a final decision. He said the position of Hetch Hetchy Water and Power General Manager is now a different one than when Mr. Moore had it.

It is now essentially operations and facilities maintenance manager for the Hetch Hetchy System. Most of the facilities are in the mountains. He explained that Mr. Coffey worked as Project Engineer for Halvorson-McLaughlin Constructors on HH Contract No. 382, and for the past 8 or 10 years directly for Mr. Moore at Hetch Hetchy. It is felt that Mr. Coffey is ideally suited for the job as now constituted, and Mr. Moore recommends his appointment.

Commissioner Sanger requested that the Commission meet with Mr. Coffey in executive session.

Commissioner Flynn stated he has watched the work of Mr. Moore for 17 years and has been greatly impressed. He said that if Mr. Moore recommends Mr. Coffey he is satisfied with the appointment.

Commissioner McCrea asked if the new manager of Hetch Hetchy is to reside at Moccasin or in San Francisco.

Mr. Sklar replied that he would reside in Moccasin and make periodic visits to the City. He said the heart of the operation is at Moccasin, and the transit work of Hetch Hetchy would become part of the transit operation of the Municipal Railway.

Commissioner Flynn asked if staff [illegible] interfacing with legislators and Mr. Christensen replied, "Yes."

Commissioner Flynn suggested the [illegible] send a letter [illegible] which was passed. President [illegible] agreed.

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Resolution No. 79-0110--Authorizing the General Manager of Public Utilities to approve travel expenses not to exceed $1,000 for Robert Johnson, Transit Planner III, to attend a training session to increase transit transportation planners in the programs being developed by UMTA and FHWA. This session is October 10, 1979, at the U.S. Department of Transportation's Transportation Systems Center in Cambridge, Massachusetts.

President Nelder asked if staff thinks this is a valuable program.

Mr. Green mentioned that Mr. Tom [illegible], Director of Planning, Municipal Railway, has asked that Mr. Johnson be allowed to attend this training session. He views it as an opportunity to greatly improve the planning function. Among other things, it will be of benefit to the [illegible] demand study.

Commissioner Sanger said it is his observation that there is not a habit of [illegible] take flights.

Mr. Bauer commented that both he and Mr. Green used such [illegible] on a recent trip.

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Resolution No. 79-0111--Approving the appointment of John E. Coffey as General Manager, Hetch Hetchy Water and Power, this appointment to be effective October 10, 1979.

Mr. Tilak recommended Mr. John Coffey's appointment, and stated that the Commission might interview Mr. Coffey before making a final decision. He said the position of Hetch Hetchy Water and Power General Manager is not a different one than what Mr. Moore had it.

It is now essentially operations and facilities maintenance manager for the Hetch Hetchy System. Most of the [illegible] is in the mountains. He explained that Mr. Coffey worked as project engineer for [illegible]-McLaughlin Construction on the Contract No. 100 and for the past 9 or 10 years directly for Mr. Moore at Hetch Hetchy. It is felt that Mr. Coffey is ideally suited for the job at this time, and Mr. Moore recommends his appointment.

Commissioner Sanger requested that the Commission meet with Mr. Coffey in executive session.

Commissioner Flynn stated he has watched the work of Mr. Moore for 17 years and has been greatly impressed. He said that if Mr. Moore recommends Mr. Coffey he is satisfied with the appointment.

Commissioner McCrea asked if the new manager of Hetch Hetchy will be outside at Moccasin or in San Francisco.

Mr. Tilak replied that he would reside in Moccasin and make periodic visits to the City. He said the heart of the operation is at Moccasin, and the travel back of [illegible] would become [illegible] the transit [illegible].

Mr. McMorris M. Dow, Utilities General Counsel, when consulted, suggested that the Commission recess to meet with Mr. Coffey concerning the recommended appointment.

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Before recessing, Commissioner McCrea said he wished to bring up the matter of signs on Muni buses. He said that buses 3078, 3278, 5080, and 5089 have direct application signs on the sides of the type the Commission voted not to place on buses.

Mr. Green stated that there was an understanding that it could be done on a few buses. However, Muni has instructed the advertiser that this was not the Commission's intent, and these signs will be removed.

Commissioner McCrea commented that signs on the sides of buses were voted down by the Commission.

Mr. Peter Ehrlich, Muni operator, said he has noticed that when the signs are peeled off paint has been removed from the buses.

Mr. Sklar said signs will be removed, repainting will be done, and the advertiser will be instructed to place no more of these signs.

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3:15 P.M. President Pilcher recessed the meeting.

3:43 P.M. The meeting was reconvened.

On motion of Commissioner McCrea, seconded by Commissioner Flynn, the Commission voted unanimously to approve the appointment of Mr. Dean W. Coffey as General Manager, Hetch Hetchy Water and Power, said appointment to be effective October 10, 1979.

THEREUPON THE MEETING ADJOURNED: 3:45 P.M.

ROMAINE A. SMITH
SECRETARY

Mr. Frederick H. Cox, Utilities, Mineral Counsel, was concerned, questioned that the consolidation process is most, Mr. Cox is concerning the recommended amendment.

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Before proceeding, Commissioner Hudson said he wished to know if any of the excess of signs on such boards. He said that some are 12'x 50'0, and such have direct illumination on or for the sides of the sign the lighting would not be signs on the.

Mr. Green stated that there was no indication as to what it would be done in a few days. However, that he, Director of the Department has the illumination of the Commission's report, the signs will be removed.

Commissioner Hudson commented that signs on the sides of buses were being done by the Commission.

Mr. Peter Sullivan, Port Authority, said he has noticed that when the signs are needed the paint has been removed for all [illegible]

Mr. Allie said signs will be covered, repaired [illegible] and the advertiser will be instructed to place in any of these signs.

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1:15 P.M. President Fillmer resumed the meeting.

1:15 P.M. The meeting was adjourned.

On motion of Commissioner Cohen, seconded by Commissioner Fluhr, the Commission voted unanimously to approve the resolution of Mr. Cox, Port Counsel as general Counsel, Port Authority and Power, and authorized to be effective October 10, 1977.

THEODORE KAE MCCLINE, ALTERNATE: 1:15 P.M.

Respectfully,
Secretary

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

October 23, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

SECRETARY

Call To Order: 2:00 P.M.

Present: President Claire C. Pilcher, Vice-President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: Commissioner John F. Henning, Jr.

The minutes of the regular meeting of October 9, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0413 M Approving the Transportation Plan for the Elderly and Handicapped of San Francisco, as modified and supplemented by the revised plan and revised recommendations provided by staff; and approving the accompanying specific budget and funding levels for one year.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0414 HH Approving Department of Public Works' proposal for construction of new street lighting on Webster and Buchanan Streets from California to Pacific Street.

Vote: Ayes-Pilcher, Flynn, Sanger
= Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0415 HH Approving Department of Public Works' proposal for construction of new street lighting on Powell and Stockton Streets from Bay to Filbert Streets.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0416 HH Approving modification in the debit amount of $3,490.87 to provide funds for additional work, under HH Contract No. 602- Tunnels and Pipelines, Moccasin to Alameda East Portal, General Repairs.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0417 W Authorizing bid call for WD Contract No. 1771- Relocation of Crystal Springs Pipeline No. 2 at Colma Creek and Orange Avenue, South San Francisco, San Mateo County. Estimated Cost: $120,000.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0418 W Authorizing bid call for WD Contract No. 1749- Painting Potrero Heights Tank. Estimated Cost: $16,000.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0419 HH Authorizing bid call for WD Contract No. 1759- Installation of 4-Inch Ductile Iron Main in Yale Street North of Wayland Street. Estimated Cost: $15,240.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0420 M Awarding Contract No. MR-678- Public Address Systems in Muni Metro Stations- to Abbett Electric Corporation, San Francisco, California in the amount of $180,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0421 M Approving cancellation and write-off of uncollectibe accounts receivable more than 90 days past due, amount $294.32; and approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $4,027.38, month of September, 1979.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0422 M Approving payment of claims, amount $77,880.14 from Municipal Railway revolving fund, month of September, 1979.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0412 M Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $42,633.41

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0423 M Approving traveling expense vouchers for Curtis E. Green, General Manager, Municipal Railway, in the amount of $959.96; and Rod J. Bartholomew, Deputy General Manager, Operations, Municipal Railway, in the amount of $827.61, incurred while attending the annual APTA Convention in New York, N.Y., from September 24 through September 27, 1979.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0424 GO Approving the addition and deletion of signature authorizations to various Public Utilities Commission Revolving Fund checking accounts.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0425 HH Declaring an emergency under Section 6.30 of the San Francisco Administrative Code, and directing the General Manager of Public Utilities to effect the purchase of two lightning arresters, amount $10,000.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0426 HH Authorizing the General Manager of Public Utilities to execute a Letter of Intent with the Pacific Gas and Electric Company substation facilities. (Power Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0427 W Approving settlement of the unlitigated claim of Leonore Grosflam, Superior Court No. 714-830, against the San Francisco Water Department, in the amount of $4,200. (Continued from meeting of October 9, 1979)

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0428 W Designating Tuesday, November 27, 1979 at 2:00 p.m. as the date and time for a public hearing to be conducted by the Public Utilities Commission in Room 282, City Hall, San Francisco for considering a proposal for monthly domestic and fire service charge revision for water service in San Francisco.

Vote: Ayes-Pilcher. Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by Flynn, the following resolutions were adopted:

Awarding and approving four (4) agricultural leases in Alameda County for a term of 4 years.

79-0429 W Parcel W- to John Ura- 32 acres at a yearly rental of $8,000.

79-0430 W Parcel X- to Pacific Nurseries- 15 acres at a yearly rental of $4,125.

79-0431 W Parcel Y- to Franklin H. Dell- 6 acres at a yearly rental of $1,800.

79-0432 W Parcel Z- to Nagata Farms- 10 acres at a yearly rental of $2,500.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by Flynn, the following resolutions were adopted:

Approving two (2) amendments to agricultural leases in Alameda County.

79-0433 W Authorizing execution of the THIRD SUPPLEMENTAL AGREEMENT IN MODIFICATION OF LEASE of that certain 25 acre agricultural lease with SUNOL NURSERIES, adopted February 1, 1966 by Resolution No. 66-0084 for Water Department property, that amends said lease for final additional term of 3 years, commencing November 1, 1979, at an annual rent of $7500.

79-0434 W Authorizing execution of Amendment to Lease of that certain 21 acre agricultural lease with Iwao K. Nagata and Tom Toshio Nagata, d.b.a Nagata Farms, adopted November 25, 1975 by Resolution No. 75-0477, for Water Department property, that amends said lease for an additional term of 4 years, commencing November 1, 1979, at an annual rent of $5250 minus the cost of the electricity used for pumping irrigation water.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0435 W Authorizing the City Attorney to stipulate to a Judgment In Condemnation in that certain Eminent Domain Action entitled, "The People of the State of California vs. City and County of San Francisco et al", San Mateo County Superior Court Case No. 148724.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0436 M Authorizing the Municipal Railway to compromise and accept $4,600 in settlement of a claim against the Sunset Scavenger Company for damage to streetcar No. 1107.

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0437 M Approving Amendment No. 5 to the Agreement between the San Francisco Municipal Railway Improvement Corporation and Louis T. Klauder and Associates for professional services in connection with the subway signal system design review, inspection, and acceptance, which increases the amount of the Agreement from $695,251 to $843,471; and requesting the SFMRIC to approve and execute Amendment No. 5 (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Sanger
Not Present-McCrea

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0438 M Directing the Municipal Railway to complete preparations for the orderly transition to subway operations on all present streetcar lines and authorizing discontinuance of service on present Municipal Railway streetcar lines J-Church, K-Ingleside, L-Taraval, M-Oceanview and N-Judah and inauguration of Muni Metro service, in a phased sequence.

Vote: Ayes-McCrea, Flynn, Sanger
No-Pilcher

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0439 M Approving the Capital Improvement Program of the San Francisco Municipal Railway for the period of 1979-80 to 1984-85.

Vote: Ayes-McCrea, Flynn, Sanger
Not Present-Pilcher

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0440 M Approving the budget in the amount of $3,500,000 for engineering work for reconstruction of the cable car system; authorizing the filing of an application to the California Department of Transportation for funds in the amount of said budget sum; and requesting the Board of Supervisors for authorization to apply for, receive and expend said funds. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Sanger
Not Present-Pilcher

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0441 M Approving supplemental appropriation, amount $2,969,801, to provide for operational expenses incurred after January 1, 1980, as a direct result of Muni Metro revenue operations; and requesting the Metropolitan Transportation Commission to approve the allocation of $1.5 million of TDA funds for this purpose.

Vote: Ayes-McCrea, Flynn, Sanger
Not Present-Pilcher

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0442 M Awarding Contract No. MR-679- Closed Circuit TV Systems in Muni Metro Stations- to Kingston Contracting, Inc., Burlingame, California in the amount of $263,229. (Transit Improvement Program)

Vote: Ayes-McCrea, Flynn, Sanger
Not Present-Pilcher

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0443 M Approving modification in the debit amount of $21,744 to provide funds for various changes in the work, under Contract No. MR-625- Installation of Automatic Controls for Girder and T-Rail Switches and Miscellaneous Trackwork. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

REPORT OF THE GENERAL MANAGER-Mr. Richard Sklar

ITEM NO. 8 (c)- Awarding HH Contract No. 585- Marina Substation Area, Power Facilities and Related Work- to Abbett Electric Corporation, in the net amount of $398,187.

Mr. Sklar requested that this item be taken off calendar pending a report from Mr. George L. Newkirk, Contracts Compliance Officer, as the contractor has not complied with MBE regulations.

38-S Richmond Shuttle

Mr. Sklar reported that this shuttle was put into service in the Richmond district on October 22, 1979, to try to pick up on the service lag on the Muni 5-Year Plan. The shuttle runs to the Geary Street shopping corridor using available equipment. It runs every 15 minutes from 9:00 a.m. to 3:00 p.m., Monday through Friday. Staff will report regularly on the impact and ridership. Operators are being used who are on split paid time or stand-by time. There is a cost for fuel and oil, but it is considered a worthwhile experiment. This service was inaugurated as a result of a meeting held in the Richmond district with Supervisor Gordon Lau and approximately 250 people eight or nine days ago.

Meeting with Secretary of Transportation, Neil Goldschmidt

PUC Commissioners and staff met with the Secretary of Transportation on his recent visit to San Francisco. The Secretary indicated his total support for San Francisco, and Mr. Sklar said he remains optimistic on Federal support for the cable car system.

Equipment Availability

Mr. Sklar said there is a problem of equipment availability at the Woods facility due to a refusal of mechanics to work overtime. This is because under the Controller's accounting system it takes 3 to 5 months for employees to receive overtime checks. Mayor Dianne Feinstein is intervening with the Controller, and Mr. Sklar said he met with shop stewards this morning and will be meeting with the maintenance staff.

Cable Cars

The California Street cable car line is due to be back in operation November 1, 1979. However, the Department of Public Works has decided to repair a sewer at California and Davis Streets. Staff is meeting with DPW staff regarding this matter.

Access for 30-Stockton Line

Mr. Sklar stated that it is almost impossible for buses on the 30-Stockton line to pass through Chinatown on Saturdays and Sundays; and there are four other locations where this congestion problem exists. Staff will meet with other City departments and ask them to join in solving the problem of access for transit vehicles.

Union Negotiations

Staff is meeting with representatives of TWU Local-250A regarding Muni Metro operations in an attempt to make some work rule changes. There is some resistance to some of the proposed changes which staff thinks necessary.

Metropolitan Transportation Commission

On October 24, 1979, MTC Commissioners will ride from the Muni Metro Center to Embarcadero Station on an LRV.

Cable Car Funding

A group of business people have joined together to seek funding for cable car rehabilitation. This group has now had several meetings. Ms. Nancy Keane, Assistant General Manager, Administration, will report on this program in the next 2 or 3 weeks.

Under Utilization of Rear of Buses

Drivers find it impossible to get passengers to move to the back of the bus. Staff is working on this problem and will come back to the Commission with suggestions.

Commissioner Peter McCrea pointed out that there is an item in the budget for $400,000 for public address systems on buses to try to overcome that problem. He said perhaps this should be moved up on the priority list.

President Pilcher commented that in Montreal buses carry a sign at the front which says, "Please move back". About a third of the way back another sign says, "A little more, please".

Overloading of Muni Due to BART Strike

Staff met this morning with representatives of BART, AC Transit, and SamTrans on the matter of additional service to make up for the fact that BART is not running, and the Municipal Railway system is overloaded. SamTrans will pick up everyone it can to ease the problem. SamTrans has been asked about chartering some buses, and has agreed to accept Muni Fast Passes and mutual transfers back and forth in an attempt to move San Franciscans. An announcement is expected soon.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS
Service in Cable Car Corridors

Commissioner John M. Sanger commented that a report had been promised on how to provide service in the cable car corridors.

Mr. Tom Matoff, Director of Planning, stated that staff has not yet studied changing the routes. He said a letter has been sent to the Fisherman's Wharf group regarding changing Beach and Jefferson Streets to one way streets. Also, the 15 and 42 lines will be put into the Fisherman's Wharf area.

45 and 47 Lines on Van Ness Avenue

Commissioner H. Welton Flynn stated that there is a gas station at Van Ness and Pine Street which sells the cheapest gas in town. This creates problems with headways on the 45 and 47 lines as traffic is backed up to get into the gas station , and buses can not get by.

Mr. Sklar said Mr. Curtis E. Green, General Manager, Municipal Railway, will look into this matter. He noted that there are bus stops in front of the Jack Tar Hotel and in front of Tommy's Joynt, and that perhaps one of these could be eliminated.

Commissioner Flynn noted that both of these stops are heavily used, and that Golden Gate Transit also unloads in front of the Jack Tar Hotel.

Gruen and Gruen Report

President Pilcher asked when hearings will be held on the Gruen and Gruen report.

Mr. Sklar replied that Mr. Lynn Pio, Transit Environmental Coordinator, has prepared a schedule. He said the first of a series of public hearings will be held in November.

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ITEM NO. 7--PUBLIC HEARING on consideration of an Elderly and Handicapped Transportation Plan.

A. Approving Transportation Plan for the Elderly and Handicapped of San Francisco and its Board of Control's recommendations.

or

B. Approving Revised Transportation Plan for the Elderly and Handicapped of San Francisco and Recommendation for Implementation of the Plan. (as drafted by staffs of the Municipal Railway and P.U.C.)

President Pilcher stated this public hearing is continued from the one held August 28, 1979. She said individual speakers would be limited to 3 minutes each, and speakers representing groups would be limited to 5 minutes each.

Mr. Sklar read a report on the original Board of Control Plan. This report is attached hereto and made a part of the minutes. He said the report deals with the inaccuracies of the original Board of Control Plan. Staff has undertaken, at the Commission's direction, an analysis of how best to serve the overall transportation handicapped population given the present options. The following are suggested as recommendations.

(1) Purchase of new vehicles based upon UMTA requirements and funding.

(2) There will be no retrofitting of existing vehicles. Under the new guidelines from Congress, projects must be cost-effective before UMTA will commit funds.

As a first year's budget, staff suggest spending $1 million per year. Vehicular and boarding improvements will be made. These consist of equipping 200 vehicles with railings, beamed lighting and chimes, and 10 sidewalk extensions. A great deal of work will be done with handicapped and Muni operators in making better use of present vehicles. The largest amount will be for paratransit direct and feeder service. Lastly, there will be a senior shopping shuttle--Muni Charter, generally directed at the elderly.

Mr. Sklar stated that several meetings have been held with a number of organizations from the handicapped community. Staff is committed to full mobility.

He said he is not committed to full accessibility, which is expensive and would deny transportation to a large number of people. The plan for this year is not the ultimate one, but is a large step forward. He said the idea of denying full accessibility will not be acceptable to everyone, but it is not possible to satisfy every special interest need, as the resources are not there.

Commissioner Peter McCrea asked if the recommended plan satisfies the requirements of the 504 regulations as now interpreted by UMTA, and Mr. Sklar replied, "Yes".

President Pilcher opened the meeting to the public.

Ms. Margie Steiner, representing the Coalition for Fully Accessible Transportation, said she was present as spokesperson for disabled and elderly residents, including the Bay Area Coalition of Disabled and Elderly, the Grey Panthers, and other groups. She said these people are present to bear witness to continual abridgment of their civil rights. Board of Supervisors resolution 219-75 adopted in March, 1975, stated that public transportation would be made accessible.

In September, 1976, the PUC passed a similar resolution and the Board of Supervisors directed the PUC to implement these resolutions. The PUC has failed to act, and in so doing has violated the trust of the people. The Muni Elderly and Handicapped Plan as finalized calls for paratransit as a solution. This causes segregation and is not cost-effective.

She stated that over half of San Francisco residents will be over 65 in 20 years, and asked the PUC to follow the example of the Board of Supervisors which on October 22, 1979, approved a plan to construct a ramp into City Hall. She asked for transportation to allow the elderly and handicapped to get to City Hall.

Ms. Steiner noted that SPUR is opposed to total accessibility, and stated that Commissioners Pilcher, Sanger and McCrea, as members of SPUR should abstain from voting on the issue. She said the elderly and handicapped are excluded from public transportation, and the PUC has shown no intention of changing this. She said the groups she speaks for have lost patience and would not participate in a hearing, the outcome of which is pre-determined. They are continually patronized and their needs have been ignored. She said they would leave the meeting and continue the fight in other arenas where their voices will be heard. At this point several handicapped and elderly people left the meeting.

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Ms. Violette King, representing Senior Escort Service, spoke in opposition to "Operation Transportation". A copy of her statement is attached hereto and made a part of these minutes.

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Mr. Michael McGill, representing SPUR, said he wished to praise the Commission and Muni for identifying needs and analyzing alternatives, and for quickly coming up with a set of recommendations to benefit the largest number of handicapped and elderly.

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Mr. John A. Know, Jr., said he is in opposition to total accessibility for the handicapped. For three years he said, he was employed in the field of rehabilitation, and continues to support handicapped transit services. He said equipping all Muni vehicles with lifts would be a serious mistake in public policy as any study of cost of equipping these vehicles would indicate that cost per passenger mile would be much in excess of demand. He said he examined the AC Transit vehicle with a lift, and a significant portion of ordinary seating was taken up with spaces for wheelchairs. That space would be standing room only where not used for wheelchairs.

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Mr. Walter O'Donnell, representing the California Association of the Physically Handicapped, stated that it takes 3 seconds to drop the lift and 5 seconds to bring it up, and this does not affect every bus every time. He noted that trolley coaches would not be retrofitted, and said they should be considered as one unit with diesel buses. He said there are persons who do not appear to be handicapped, and there could be a law suit. He suggested giving more money to Canon Kip.

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Ms. Barbara Penny, representing Mount Zion Senior Day Health Plan, said she supports access to transportation for everyone, and that the people she is involved with are those who can not get to public transportation. She said her organization has had problems in using paratransit as it now exists, and hopes the PUC will come up with a plan for people who can not reach the bus. Responding to Mr. Sklar, she said 90 percent or more of the people she serves could best be served by demand response service.

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Ms. Thelma Kavanagh, representing Senior Escort Service, stated that transportation for the elderly is a new area of study, but not as new as has been suggested. For the past year the Senior Escort program of the San Francisco Police Department has had a successful taxicab plan. There is no way, she said to transport seniors or anyone inexpensively. The taxicab system is hard to beat and hard to match in cost effectiveness. She said she has observed Canon Kip, and the shopping shuttle is what Canon Kip does best. She said its record for individual demand transportation is bad, but that is what the PUC will ask them to do full time. She asked the PUC to take a good look at individual demand transportation being handled by taxis.

Ms. Nancy Keane asked if Ms. Kavanagh could give an approximate per ride cost on Senior Escort Service as it exists today, and Ms. Kavanagh replied that a figure now would not be meaningful.

Mr. Lyle Peterson, Coordinator of Elderly and Handicapped Programs, said staff has taken the total operating budget and capital budget of Canon Kip, including maintenance, insurance, etc., and the figure is $4.50.

Commissioner McCrea commented that he could find nothing in the proposed resolution that identifies a specific recipient for funding. He asked if the concept of applying the same amount of money to taxicabs have been ruled out.

Mr. Sklar replied that "It is in a contract". Paratransit essentially means demand responsive service.

Commissioner Sanger suggested introducing a modification to the resolution at the end that would make that clear.

Mr. Chick Brody said he is 74, and commented that it would cost millions to operate lifts. He said he could not see putting that amount of money into that service for so few people. He said at present very few handicapped people are using the Canon Kip transportation system, and suggested adding more vehicles and placing someone competent in charge. He said he has been fighting to get the Police Department as well as Muni to have cars moved from bus zones so that buses can stop at corners and not out in the street. He said the Police Department refuses to do anything about it, as they claim that Muni has policemen to do this.

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Ms. Florence Rogers had left the meeting.

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Mr. Tony Agpada, Administrator, S.F.P.D. Senior Escort Service, said his organization has tried to establish a transportation system using Muni buses, taxis, a variety of vans, and walking. They have 75 neighborhood offices in San Francisco. In August they did 12 escorts by cab, one way only and charged $4 for that service. They are increasing between 150 to 200 cab rides per month, and can handle 2400 escorts per month, and 24 individual escorts by cab (2 or more per cab). They also have an outreach program. He said his organization has a 99 percent success rate according to an audit performed. Taxi vouchers are used.

In answer to Commissioner Sanger, he said 15 to 20 percent of the trips are made by persons in wheelchairs. He said they are unable to handle the problem of access by electric wheelchair. He said escorts are given a 6 weeks training course, and will place the wheelchair in the back of the taxi.

Commissioner Pilcher asked the total cost per trip for taxi voucher and escort, and Mr. Agpada replied that the cost is now down to $5.20 per escort and cab on an average for a one way trip, and $10.40 for a round trip. He said 9 percent is for administrative costs for three employees and senior volunteers.

Mr. Mark Forester added that payment is made from the pickup point.

Commissioner Sanger commented that it would not seem that taxi service necessitates escort service.

Mr. Forester replied that many hotels do not have elevators, and senior citizens have difficulty walking. Escort service also offers protection in high crime areas and on buses.

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Mr. Nathan Dwire, Assistant Manager of the Yellow Cab Company, stated that some cab companies such as Yellow and Luxor are coordinating efforts. He commented that taxi rates in San Francisco are the lowest of any major system in the country.

Commissioner Sanger asked if the taxi industry is trying to obtain vehicles that can receive non-foldup wheelchairs.

Mr. Dwire stated that this has been discussed with CALTrans staff, but nothing solid has yet been developed.

President Pilcher asked if Mr. Dwire could submit some written material to the Commission on service provided by Yellow Cab.

Mr. Dwire replied that he would do so , and stated that Yellow Cab has service to the elderly and handicapped through various service agencies.

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Mr. William Lazar, General Manager of Luxor Cab Company, stated that the company has been trying through the Board of Supervisors to obtain a subsidy for the elderly and handicapped in San Francisco, but no money is available. He said it will be necessary to obtain a license from the State PUC, and noted that Luxor Cab Company can not get funds from CALTrans or UMTA as it is a profit organization. He said his company can handle everyone but those in electric wheelchairs, which very few people use. He said Luxor has a voucher system and shares rides.

Commissioner Sanger commented that Luxor Cab Company surely has attorneys who can arrange for the company to obtain money through CALTrans or UMTA.

Mr. Lazar stated that Luxor Cab Company has been working with the California League for the Handicapped for years, and handles the Golden Gate Regional Center on a voucher system. He said a trip to the Golden Gate Regional Center for 5 children runs about $10.

Mr. Sklar asked if Luxor Cab Company would be willing to work with any organization or individual which would present a voucher, and Mr. Lazar replied affirmatively.

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Mr. George Ellis, Assistant to the Director at Canon Kip, stated that at present Canon Kip has 30 drivers on board for the first time since Canon Kip has been structured. An average of 16 vehicles are in service as compared to 6. He said client service has gone up by 40 percent with a new administrative staff. He said Canon Kip serves all types of trips--recreation, medical, and life support. He introduced Mr. Drew, Transportation Supervisor, whom he said is most responsible for the increased efficiency.

Responding to Commissioner Sanger, Mr. Ellis said Canon Kip serves the elderly and handicapped, the handicapped being about 4 percent.

Commissioner Sanger commented that the progress report indicated 10 percent as being in wheelchairs.

Mr. Drew stated that 4 percent are totally immobile and must remain in wheelchairs. He stated that with the help of Muni maintenance problems have been solved.

Mr. Ellis noted that Canon Kip is beginning to coordinate with agencies that have one or two vans not in use, such as the Jewish Community Center. He said several contracts have been set up.

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Mr. Leland Meyerzon, Chairperson, Operation Transportation Advisory Council, stated he was involved with senior escort service, mostly on an individual basis. He said Operation Transportation allows for greater mileage and for greater mass transportation of larger groups. He spoke in favor of escort service. He said parts of San Francisco are not accessible by bus or streetcar, and his organization wishes to get people to the new system, once it is in operation, and take more people to work and back. His organization works with organizations as opposed to individual needs.

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Mr. Maurice H. Klebolt, President, CAPTrans, stated that the PUC should approve Plan A--the concept of eventual total accessibility. He said the matter should be moved to the Board of Supervisors and the Mayor. Problems of money should be put aside as public transit is not poor. He said the off shore oil tax fund could be tapped, and there is also the windfall profits tax. He suggested letting the Board of Supervisors wrestle with the problem of where money is to come from.

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Mr. Clint Steele said he is manager of Silvercrest Residence, 257 units for senior citizens and disabled people ranging in age from 36 to 95. He said there is a great demand for people to get to the grocery store, and that the only service that has been of any real benefit has been senior escort service. An individual must get from his apartment to the main lobby, to transportation, and to the doctor or store. There is no way without personal assistance. He has a 12-passenger van and takes everyone he can handle, but the ideal solution is senior escort service.

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Commissioner Sanger proposed language to substitute for the two alternate resolutions before the Commission. He said he is in general agreement with the revised staff recommendations, but that the primary focus must be one of moving towards greater mobility and accessibility for those unable to use current services. He said this is an obligation of the City, the State and the Federal Government. He read a proposed resolution, which he said is a combination of Plans A and B.

President Pilcher stated this would be plan C.

Commissioner H. Welton Flynn commented that the proposed resolution contains a great deal of permissive language, and stated that "shall be accessible" be substituted for "should be accessible".

Mr. Sklar said it is necessary to look at the priority needs of the entire system within funds allocated by the Commission on a yearly basis.

Commissioner Sanger commented that the PUC is not allowed to commit funds for more than a year and neither is the Board of Supervisors.

Commissioner McCrea pointed out that the resolutions adopted in the past by the Board of Supervisors and the PUC call for continuing a policy that is no longer affordable.

Commissioner Sanger said he wished to make clear the priorities; that the City and Muni will always be faced with limited funds, but should move forward in an orderly fashion.

President Pilcher stated that the Commission is reaffirming its commitment that the transit system should be made accessible to the elderly and handicapped, considering what is feasible.

Mr. McMorris N. Dow, Utilities General Counsel, stated that the Board of Supervisors decides how much money will be spent on this program. He suggested that "budgeted funds" be used rather than "available funds".

Mr. Sklar stated that Muni will providing far more than is required under Section 504 regulations.

There followed discussion between Commission and staff.

Commissioner McCrea suggested that the goal of the Commission should be to make the system accessible if technically possible, and if possible within the budget, and without any requirement as to timing. He suggested passing the proposed resolution with the proviso that the City Attorney and PUC General Manager be given latitude to re-work the language to meet the Commission's stated objectives.

Mr. Dow commented that it was stated that the proposed resolution was in accordance with DOT Section 504 regulations and Section 4.5 of the TDA Act. He said that would allow for whatever changes may come in the future in the 504 regulations.

On motion of Commissioner Sanger, seconded by Commissioner Flynn, the following resolution was unanimously adopted.

Resolution No. 79-0413--Approving the Transportation Plan for the Elderly and Handicapped of San Francisco, as modified and supplemented by the revised plan and revised recommendations provided by staff; and approving the accompanying specific budget and funding levels for one year.

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4:00 P.M. Commissioner McCrea excused from the meeting.

Resolution No. 79-0426--Authorizing the General Manager of Public Utilities to execute a Letter of Intent with PG&E for acquisition by the City of four PG&E substation facilities.

Responding to Commissioner Sanger, Mr. Oral L. Moore, Chief Engineer, stated that the substations are located in the Marina, the inner Sunset, the outer Sunset and south of Market Street. The Letter of Intent concerns only acquisition. There will be no external changes made.

Commissioner Sanger said he is concerned about historical landmark implications.

Commissioner Flynn inquired about the purchase price, and Mr. Moore replied it is about $1 million plus some severance and arrangement of facilities. He said Hetch Hetchy will save a great deal of money, and will be paying PG&E less. The acquisition, he said, is part of a federally funded project.

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Resolution No. 79-0423--Designating Tuesday, November 27, 1979, at 2:00 p.m., as the date and time for a public hearing to be conducted by the PUC in Room 282, City Hall, San Francisco, for considering a proposal for monthly fire service charge revision for water service in San Francisco.

Mr. Eugene Kelleher, General Manager and Chief Engineer, Water Department, requested that the Commission take this matter off calendar, as Mr. Sklar has suggested a modification not to reduce the domestic service charge and apply the money to main replacement. This would require a supplemental appropriation, and would increase the main replacement program by $400,000. The rate schedule will have to be modified, he said.

Commissioner Flynn suggested that the date be changed to November 27. 1979, instead of November 13, 1979. With this modification the Commission unanimously adopted this resolution.

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Resolution No. 79-0436--Authorizing the Municipal Railway to compromise and accept $4,600 in settlement of a claim against the Sunset Scavenger Company for damage to streetcar No. 1107.

Responding to Commissioner Sanger, Mr. Curtis E. Green, General Manager, Municipal Railway, explained that the accident happened in 1977. He said it has been Muni policy to claim the maximum amount of identifiable damage to a vehicle. Also, from the time a car is down, Muni places a price on the amount of money it could have had for use of that car. However, the procedures in effect in 1977 for computing the dollar amount of work on that vehicle are such that Muni would not be able to make a case in Court according to the City Attorney's Office. Muni staff has met with Sunset Scavenger Company representatives and insurance company representatives, and it has been decided that it is in the best interest of Muni to compromise.

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Resolution No. 79-0438--Directing the Municipal Railway to complete preparations for the orderly transition to subway operations on all present streetcar lines and; authorizing discontinuance of service on present Municipal Railway streetcar lines, J-Church, K-Ingleside, L-Taraval, M-Oceanview, and N-Judah and inauguration of Muni Metro service, in a phased sequence.

Commissioner Sanger said he thought this had been handled in the First Phase of the 5-Year Plan.

Mr. Peter Straus of the Muni Planning Section said the First Phase of the 5-Year Plan did not take streetcars into account.

Mr. Klebolt said CAPTrans will fight to keep tracks on top of the subway, as a fail safe precaution.

Ms. Marguerite Warren commented that BART is on strike and gates are closed at certain areas.

Mr. Moore said staff contemplates that BART will be back in operation when Muni Metro service commences. He said it is necessary to begin moving now.

4:15 P.M. Commissioner Flynn excused from the meeting.

Mr. Moore explained that headways on the N-Line will be the same as at present, and that weekend service will be by PCC cars.

Mr. Green pointed out that the LRVs will have an increased capacity of 50 percent. He said there will be one operator for each LRV.

4:25 Commissioner Flynn returned to the meeting.

President Pilcher stated that there will be service. Streetcars will not be taken off the line if the LRVs are not running.

Mr. Norman Rolfe of San Francisco Tomorrow, asked when the other streetcar lines are going underground.

Mr. Moore replied that staff does not yet have a firm schedule for anything other than the N line.

Mr. Peter Straus stated that the recent resolution deals strictly with the N line. He said the most likely possibility is a shuttle operation between West Portal and the Embarcadero as a short term Phase 2. He said there are a number of options.

4:25 P.M. Commissioner McCrea returned to the meeting.

Commissioner Sanger said the Commission should not process streetcars line by line with the Board of Supervisors.

Commissioner McCrea said he does not want to see Muni get into a position of being forced to maintain service on the street on some lines, and operate in the subway on others. He said it would be better laid out as a single program. Muni might get LRVs running on the N line, and the Board of Supervisors might decide that Muni can not abandon the J,K, or L lines.

Mr. Green noted that staff might be unable to satisfy questions asked by the Board of Supervisors regarding plans for the J,K, and L lines. He suggested the resolution abandoning the N line should be passed.

Commissioner Sanger said he did not agree; discussions have always considered a phased program.

Commissioner McCrea said it is possible that if the PUC has a two-tiered approach, it may be dictated that streetcar service be maintained as well as the Muni Metro subway.

Mr. Sklar recommended a resolution abandoning all of the surface transportation as it can be serially replaced by subway service.

Commissioner Sanger moved that the resolution be amended to incorporate proposed abandonment of all surface streetcar lines as equivalent replacement service is serially provided by the Muni Metro. Commissioner McCrea seconded the motion. Commissioners Sanger, McCrea and Flynn voted "aye"; Commissioner Pilcher voted "no".

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4:40 P.M. President Pilcher excused from the meeting. Commissioner McCrea chaired the meeting.

Resolution No. 79-0439--Approving the Capital Improvement Program of the San Francisco Municipal Railway for the period 1979-80 to 1984-85.

Mr. Matoff explained that the format is slightly different this year. He said it includes all Municipal Railway projects, and is derived from the master plan for the Municipal Railway instead of the reverse.

Commissioner McCrea questioned Item No. 17--"Purchase and Install Wheelchair Lifts on 50 Trolley Coaches". In view of UMTA funding restrictions, he asked if it is practical to include this item.

Commissioner McCrea made a motion to delete this item.

Commissioner Flynn seconded the motion, which was unanimously passed.

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Resolution No. 79-0440--Approving the budget in the amount of $3,500,000 for engineering work for reconstruction of the cable car system; authorizing the filing of an application to the California Department of Transportation for funds in the amount of said budget sum; and requesting the Board of Supervisors for authorization to apply for, receive and expend said funds.

Commissioner Sanger said he thought the previous estimate was $1 million.

Mr. Moore explained that this figure only includes design, and Mr. Sklar added that C.M. work will be done by a separate firm.

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4:47 P.M. President Pilcher returned to the meeting.

Resolution No. 79-0443--Approving modification in the debit amount of $21,744 to provide funds for various changes in the work, under Contract No. MR-625- Installation of Automatic Controls for Girder and T-Rail Switches and Miscellaneous Trackwork.

Mr. Peter Straus explained that the overall contract is for automatic switch controls. He said this modification would cover an installation at Eureka Portal, additional work at West Portal, plus a number of secondary items.

Mr. Sklar said he would like a switch installed at West Portal that will have the same cross-over capabilities as the one at The Embarcadero.

THEREUPON THE MEETING ADJOURNED: 4:50 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

2:00 P.M.

November 13, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice-President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

Secretary

Call To Order: 2:03 P.M.

Present: President Claire C. Pilcher, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

Absent: Vice-President Peter McCrea

The minutes of the regular meeting of October 23, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0445 M Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to disapprove the request for the construction of an access roadway to connect between State Highway Route 280 and Crestview Drive in San Carlos. (Continued from meeting of August 28, 1979)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0446 E Authorizing bid call for WD Contract No. 1774 - 8" D.I.M. Installation in Washington Street between Laguna and Gough Streets. Net estimated cost, $87,300.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0447 E Authorizing bid call for MR Contract No. 680 - Twin Peaks Tunnel, Emergency Access for Communication Facilities at former Eureka Station. Estimated cost, $19,845. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0448 E Authorizing bid call for MR Contract No. 681 - Fire Protection System, Central Control Room, West Portal Station. Estimated cost, $85,000. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0449 E Awarding WD Contract No. 1773 - 8-Inch Ductile Iron Main Installation in California Street, 18th to 23rd Avenue - to E. Mitchell, Inc., San Francisco, California, in the net amount of $85,810.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0450 E Approving modification in the net debit amount of $60,286.30 to provide funds to cover 8 items of additional work and 2 items of deleted work, under WD Contract No. 1740R - Millbrae Suburban Facilities.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0451 E Approving modification in the debit amount of $577 to provide funds for the revision of the electrical service for the Twin Peaks Tunnel lighting, under MR Contract No. 662 - Lighting System in Twin Peaks Tunnel. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0452 E Accepting as satisfactorily completed work under WD Contract No. 1744, Installation of 12" Ductile Iron Main in Hyde Street between Pacific Avenue and Greenwich Street; approving credit modification of $169.25; and authorizing final payment of $10,260.74 to W. J. Gaffney, Inc., contractor.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0453 E Accepting as satisfactorily completed work under MR Contract No. 646R, Market Street Subway, Subway Platform Extensions; and authorizing final payment of $10,030.10 to Hugh R. Anton, contractor. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0454 E Approving modification in the debit amount of $721,006 to provide funds for additional work, under MR Contract No. 588, Subway Signal System; and requesting the SFMRIC to approve and execute said modification to contract. (Transit Improvement Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0455 E Accepting as satisfactorily completed work under Agreement PS-155, for professional services relating to the study of Bay Division Booster Stations and Transmission Pipelines and Hetch Hetchy Water Treatment Plant; and authorizing final payment of $19,000 to Brown and Caldwell--Montgomery, Consulting Engineers.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0456 A Approving collection of Water Department claims for damages against miscellaneous debtors, amount $1,115.83, month of October, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0444 A Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $171,246.50.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0457 F Approving supplemental appropriation, amount $129,955, to provide funds for payment of Hetch Hetchy Water and Power retroactive salaries for the period December 1, 1978 through June 30, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0458 F Approving supplemental appropriation, amount $275,513, to provide funds for payment of Water Department retroactive salaries for the period December 1, 1978 through June 30, 1979.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0459 F Approving cancellation of 3 uncollectible charges in the amount of $6,961.84 arising from damages to Water Department property.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0460 F Approving the continued use of funds appropriated for permanent salaries to procure contract programmers and technical support personnel to support the Muni Maintenance Information System and provide technical support for the Bureau of Management Information Systems' continued operation; and requesting the Controller to approve the transfer for this purpose of $70,000 for the current fiscal year.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Sanger, the following resolution was adopted:

79-0461 HH Awarding HH Contract No. 585 - Marina Substation Area, Underground Power Facilities and Related Work - to Abbett Electric Corporation, San Francisco, California, in the net amount of $398,187. (Power Improvement Program) (Continued from meeting of October 23, 1979)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0462 HH Designating Tuesday, December 11, 1979 at 2:00 P.M. as the date and time for a public hearing to be conducted by the Public Utilities Commission in Room 282, City Hall, San Francisco, to consider the adoption of rate schedules to be charged by the PUC for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0463 M Commending Mr. Ray Bianchi for the safety policies he has maintained, both in theory and practice, throughout his 30 years of service to the Municipal Railway.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0464 M Authorizing modification and amendment to Space Use Agreement of Cable Car Barn Museum and Concession allowing Permittee, the Pacific Coast Chapter of the Railway and Locomotive Historical Society, to close the facility on Mondays until service of the two Powell lines, suspended September 25, 1979, is fully restored.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0465 M Authorizing the Municipal Railway to negotiate a Professional Services Contract with Parsons, Brinckerhoff, Quade and Douglas for professional services on the initial phases of the MUNI Metro/SP Extension Study, including preliminary design and environmental analysis associated with the Waterfront Rail Line (E-Embarcadero), in an amount not to exceed $340,000 to complete Phases I and II.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Sanger, the following resolution was adopted:

79-0466 M Authorizing advertisement for bids for a Custodial Services Contract in the Muni Metro Subway Stations.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0467 E Awarding HH Contract No. 609 - Construct Trolley Coach Turnaround at Transbay Terminal - to Abbett Electric Corporation, San Francisco, California, in the amount of $159,339, and permitting Empire Site Development Corporation to withdraw its proposal. (Trolley Overhead Program)

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Henning, seconded by Flynn, the following resolution was adopted:

79-0468 A Approving grant application to request, receive and expend funds for elderly and handicapped program operational budget ($121,200) implementation budget ($343,800).

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0469 I Approving amendment to the current management and financial control contract with Arthur Anderson & Company for Source Systems, Mid-Year Conversion and Project Management.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

On motion of Sanger, seconded by Henning, the following resolution was adopted:

79-0470 M Authorizing the expenditure of approximately $6,800 to pay shipping charges to transport an Ikarus/Brown-Boveri articulated trolley coach from Mexico City to San Francisco for a 3-month service demonstration, and authorizing the Municipal Railway to enter into an agreement with Crown Coach Corporation to conduct the vehicle demonstration.

Vote: Ayes-Pilcher, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

COMMUNICATIONS

President Pilcher referred to a letter received from the Transport Workers' Union, Local 250-A, regarding the Mission Street corridor.

Mr. Curtis E. Green, General Manager, Municipal Railway, stated that as of last week Muni had an agreement with SamTrans by which SamTrans would run one bus every 20 minutes along Mission Street inside the county line and would pick up passengers at all stops. However, subsequently the union objected to this agreement. Mr. Richard Sklar, General Manager, Public Utilities, made a decision to hold the agreement in abeyance--further discussions to be held when Mr. Sklar returns to San Francisco.

Mr. Cornell Gatewood, President, TWU Local 250-A, said the union strongly opposes any transit company competing with Muni in the Mission corridor and picking up San Francisco passengers normally served by Muni. He said Muni has had no problems picking up people in the Mission corridor.

President Pilcher asked about the people who board Muni at BART stations--Glen Park, 24th Street, and 16th Street.

Mr. Gatewood replied that Muni has no problems picking these people up. He said the union is not opposed to SamTrans coming into San Francisco and operating on its regular routes. He said that the 2 days SamTrans was operating in the Mission corridor there was much confusion, and that SamTrans causes a safety hazard by picking up people at every stop.

Responding to Commissioner Sanger, Mr. Gatewood said the union did not wish the PUC to hold a hearing at this time.

REPORT OF THE GENERAL MANAGER

In the absence of Mr. Sklar, Mr. Oral L. Moore, Chief Engineer, reported on the following matters.

LRV Accident in Market Street Subway

Mr. Moore reported that on the night of November 12, 1979, there was an accident when a car stopped briefly at the Duboce Portal for switching, lost its brakes, and rolled back down the hill and struck a car which was stopped a short distance west of Van Ness Station. He said there is a great deal of damage to the ends of both cars. As yet no damage estimate has been made. The accident is under investigation by the Municipal Railway.

Responding to Commissioner Sanger, Mr. Moore said it is not yet known what caused the accident--and that there may have been some operating problems.

Responding to Commissioner H. Welton Flynn, Mr. Green stated that both cars involved in the accident had been accepted and had been in service for some time.

Mr. Moore added that one of the 2 cars involved was the first one received in the system. He said the consultant, Louis T. Klauder and Associates, is investigating with respect to the manufacture, and that the air brakes will be inspected. The cars can be removed from the tunnel without destroying any evidence, so the tunnel will be cleared. The cars were involved in a series of runs for the purpose of testing the signal system, and Muni wishes to continue that testing. He said the accident had nothing to do with the signal system.

Responding to Commissioner Flynn, Mr. Moore said the LRVs have been carrying passengers on the outer end of the K line from West Portal to the Muni Metro Center.

President Pilcher asked about "backup" brakes, and Mr. Moore replied that there are 3 sets of brakes on the car--the dynamic brake which allows the motor to slow the car when it is moving from a relatively high speed down to a lower speed, the friction brake which is normally used in stopping the car, and the track brake which is set when the car is stopped.

President Pilcher asked when more specifics will be known about the actual cause of the accident.

Mr. Moore replied that there will be a technical meeting November 14, 1979, and Mr. Green is conducting his investigation regarding the operators. At 11:30 a.m. on November 14 Mr. Sklar intends to have all the information staff has at that time available to the press.

Commissioner Sanger asked if there is a "dead man" system, and if that is only for braking forward.

Mr. Moore replied affirmatively, and said it will apply friction braking when the car is moving forward.

Meeting with Maintenance Workers at Woods Facility

Mr. Sklar and Anne Kronenberg, Administrative Assistant, met twice with the maintenance workers, who had a list of 17 complaints and suggestions for improvements, ranging from not receiving pay checks to wanting a drinking fountain in the heavy maintenance area to problems in worker management communication. Mr. Sklar and Frank Baggetta, Transit Equipment Supervisor, are looking for solutions.

30 EXPRESS Line

Mr. Sklar went with Supervisor Robert E. Gonzales, Rod Bartholomew and Anne Kronenberg to observe the 30 EXPRESS during evening and morning rush hours. There have been complaints on this line, since the BART strike, that commuters are driving into town, boarding Muni buses, and making it almost impossible for San Franciscans to board them. Buses are now being turned back before the end of the lines, at both ends, in order to assure more buses for the bulk of the run, which seems to be helping the problem.

Another problem with the 30 line is "cramming" to get on a bus. Staff is looking into the feasibility of painting lines on the sidewalks to encourage people to line up for a bus.

New 38 RICHMOND SHUTTLE

This shuttle is such a success that on November 1, 1979, service was expanded to include weekends. Service runs daily from 10:00 a.m. to 6:30 p.m.

31 BALBOA Line

Beginning December 15, 1979, the 31 BALBOA will run all the way to the Ferry building at all hours and on weekends.

Late Pay Check Problem

Mr. Sklar and Mr. Hadley Roff of the Mayor's Office had a meeting with the Controller concerning this matter, and problems with overtime pay. The Controller, John C. Farrell, has promised to look for a solution.

California Cable Car Line

This line resumed service November 5, 1979, and 3 Congressmen who are members of the House Public Works and Transportation Committee, joined staff for the first ride.

PUC Calendar

A new and improved format for the PUC calendar has been introduced. Items are now listed under bureaus to correspond with the reorganization in the PUC.

Cable Car Repair

Chevron Oil Company has donated $1 million toward a fund for major cable car repair.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner H. Welton Flynn requested that at the PUC meeting of November 27, 1979, staff present information reflecting the number of limited buses in service on the 38 line, off-peak, and the capacity, as well as the number of non-limited buses on the 38 line, off-peak, and the capacity. He said he has observed that many of the limited buses during off-peak hours are in service with practically no passengers. At every bus stop there are many people waiting to board a bus. The limited buses pass by half full, and the non-limited buses are very crowded. He said the buses are not serving the purpose during off-peak hours.

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Resolution No. 79-0445--Authorizing the General Manager and Chief Engineer of the San Francisco Water Department to disapprove the request for the construction of an access roadway to connect between State Highway Route 280 and Crestview Drive in San Carlos. (Continued from meeting of August 28, 1979)

President Pilcher stated that a full public hearing was held on August 28, 1979. The matter was continued in order that the Commissioners could view the site, which they have now done. She stated that if anyone has new information which was not discussed on August 28, 1979, the Commission would be glad to hear it.

Mr. Joseph Otterson of San Carlos said he is concerned that traffic problems will increase in San Carlos as a result of the proposed connection. He said he is also concerned about the probable pressures for real property development on San Francisco watershed lands in that area once the connection is put through. He said, once this proposed connection is made into San Carlos from the south for traffic continuing north, in a very short time there will be pressure to provide ingress/egress to the south as well as to the north.

Commissioner Sanger made a motion to disapprove the request and the related resolution. From his point of view, he said, it was an historic moment when the scenic and recreational easements were finally signed by the 4 parties, and that it was some compensation for the severance of the watershed. He said he personally could not countenance any further encroachment. Commissioner Flynn seconded the motion, which was unanimously adopted.

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Item 8 (i) -Approving Amendment No. 5 to the Professional Services Agreement between the San Francisco Municipal Railway Improvement Corporation and Louis T. Klauder and Associates for services in connection with the light rail vehicle design-review, inspection, and acceptance, which increases the amount of the Agreement from $2,436,354 to $2,722,523, and requesting the SFMRIC to approve and execute Amendment No. 5.

Commissioner Sanger stated that the Utilities General Counsel might request that this item be discussed in executive session. Based on the explanation that the cost increase is due to delays caused by the manufacturer of the LRV, he said he has a question regarding liability for the additional cost.

Mr. McMorris M. Dow, Utilities General Counsel, suggested discussing the matter in executive session.

Commissioner Sanger asked if there is any urgency.

Mr. Thomas A. Mullaney, Program Manager, stated that funds on the contract are running out.

Commissioner Flynn asked why there was a delay in bringing the matter before the Commission.

Mr. Mullaney explained that in the last 2 months funds have been spent at a higher rate than was anticipated.

Mr. Dow stated there is an issue as to whether to extend the agreement, and there is also an issue as to whether or not there is any liability against Boeing Vertol.

Commissioner Sanger said he did not want the Commission to act in any way to prejudice possible claims against the manufacturer.

Mr. Mullaney stated that the reason for the delay is that there is a delay in the delivery of the vehicles.

Commissioner Flynn asked how many more times the Commission will extend this agreement on an emergency basis. He requested that the item be taken off calendar. He said he would like to know why every issue that comes before the Commission is an emergency.

Mr. Moore said this extension is intended to be the package as far as Klauder is concerned for acceptance of the Boeing Vertol cars, and no additional funds are anticipated being spent for this purpose.

Mr. Mullaney added that this proposed amendment carries the agreement through completion of the LRV contract, reliability verification demonstration periods, and 2 years of the warranty.

Commissioner Flynn said he would like staff to show the Commission a projection to the end of Klauder's contract.

Mr. Moore said staff will send this projection to Commissioner Flynn, and that the matter can wait 2 weeks.

President Pilcher directed that the item be continued to the PUC meeting of November 27, 1979.

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Resolution 79-0454--Approving modification in the debit amount of $721,006 to provide funds for additional work, under MR Contract No. 588, Subway Signal System; and requesting the SFMRIC to approve and execute said modification to contract. (Transit Improvement Program)

Commissioner Sanger questioned the amount of the debit modification--over $700,000. He said he does not know the base price of the contract.

Mr. Moore explained that much of this additional work results from the fact that BART was not able to complete its work in time to let Muni include this work. It is necessary now to add it to the Wismer Becker contract.

Dr. John M. Christensen, Jr., Assistant General Manager, Finance, explained that this contract was awarded in 1973, and that $3,148,000 was the original contract.

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President Pilcher commented that she asked in October when the public hearings on the Muni fare modification study were going to be held. She said she was told that the person in charge of this matter was out of town then, but that hearings would be held in November.

She asked why the Commission has not yet received a schedule of hearings. She requested that staff inform the Commission before the PUC meeting of November 27, 1979, regarding the status of these proposed hearings.

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Resolution 79-0463--Commending Mr. Ray Bianchi for the safety policies he has maintained, both in theory and practice, throughout his 30 years of service to the Municipal Railway.

Mr. Green said he was proud to have Mr. Bianchi come before the Commission. He was Muni's representative at the APTA National Convention, and placed 5th in the nation at the National Bus Roadeo. There was a spread of 6 points between his 5th place and the 1st place winner. He was "best in the West".

President Pilcher congratulated Mr. Bianchi on behalf of the Commission.

Mr. Bianchi stated that the competition was held in New York, where the competition was keen. He commented that in New York the media was present, and his name was in the New York papers. In San Francisco his name was not mentioned in the papers.

Mr. Green said staff did go to the press, but unfortunately there was not the recognition Mr. Bianchi deserved. He said Mr. Bianchi wore the cable car beret with his uniform in New York, which was the "talk of the town". Pictures taken of him were used in the New York papers as an example of what was happening at APTA.

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Resolution 79-0464--Authorizing modification and amendment to Space Use Agreement of Cable Car Barn Museum and Concession allowing Permittee, the Pacific Coast Chapter of the Railway and Locomotive Historical Society, to close the facility on Mondays until service of the two Powell lines, suspended September 25, 1979, is fully restored.

Commissioner Sanger asked if the Cable Car Advisory Committee has been informed about this proposal.

Mr. Green replied that the contract is between the PUC and the vendor. There is a question now of whether the vendor makes any money or not.

Commissioner Sanger said that when it was necessary to close the cable cars down the Commission said an effort would be made to provide access to the Cable Car Barn.

Mr. Green said the vendor has attempted to do that, but the attendance is very poor, especially on Mondays.

Commissioner Sanger asked if it is known what the attendance is on Mondays.

Mr. Fred Stindt, Chairman of the Railway and Locomotive Historical Society, which operates the Cable Car Museum and Gift Shop, said attendance on Mondays is the lowest, and all attendance has been poor since the cable cars shut down. While the California line is in operation, it does not help, because the Powell lines operate in front of the Museum, and that is where the Museum gets its patronage. The proposal is an effort to keep the Museum and gift shop afloat in order to operate throughout the year. He estimated that accounts on Monday are 50 percent lower than between Tuesday and Friday. On Saturdays and Sundays attendance picks up. Mr. Stindt said the income per day before the cable car shutdown was approximately $400, and it is now, particularly on Mondays, below $100.

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Resolution 79-0465--Authorizing the Municipal Railway to negotiate a Professional Services Contract with Parsons, Brinckerhoff, Quade and Douglas for professional services on the initial phases of the MUNI Metro/SP Extension Study, including preliminary design and environmental analysis associated with the Waterfront Rail Line (E-Embarcadero), in an amount not to exceed $340,000 to complete Phases I and II.

Commissioner Sanger commented that $340,000 is the fee stated on the front page, while in the summary of evaluation process section there are 3 figures given for 3 different firms.

Mr. Peter Straus of the Municipal Railway Planning Section explained that the difference is a shortfall of approximately $160,000 for a Phase III.

Commissioner Sanger commented that it is unusual in his experience to see a $100,000 difference between bidders for professional services contracts.

Mr. Straus stated that the staff questioned the lowness of the third bid. The first 2 bids seemed "in the ball park" regarding the work involved.

Commissioner Sanger asked what the staff concluded regarding the estimate of the low bidder. He asked if there is lack of understanding of the scope of the project.

Mr. Straus replied that those were some of the concerns expressed by persons on the review committee. There were also doubts regarding whether the work could be completed within the budget the low bidder had proposed. However, he said there were also other factors which led to the low bidder coming out third in the overall evaluation. Mr. Straus stated that written proposals are available.

Commissioner Sanger commented that it is always tempting to take the lowest bid, especially when it is that much lower.

Mr. Straus stated that even apart from the cost factor, the final evaluations of the review committee were the same.

Commissioner Sanger noted that the project was designed to have an environmental benefit. He said he would like to know what is currently budgeted for environmental review.

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Resolution 79-0467--Awarding HH Contract No. 609 - Construct Trolley Coach Turnaround at Transbay Terminal - to Abbett Electric Corporation, San Francisco, California, in the amount of $159,339, and permitting Empire Site Development Corporation to withdraw its proposal.

Commissioner Sanger asked the legal rights of the Commission in a case such as this where the low bidder wishes to withdraw.

Mr. McMorris M. Dow, Utilities General Counsel, replied that the Commission can hold the low bidder to his contract. If he cannot perform, he can be made to go to his bond. However, he has written a letter stating that he cannot get the help, which in effect states that he cannot do the job, at which point the Commission has the right to go to another responsible bidder. This is a matter for the Commission's discretion.

Commissioner Sanger said it would seem that this could lead to a lot of abuse where contractors submit bids and then decide later as to whether or not they are going to perform.

Mr. Dow stated that is why this contract has been submitted on the basis of hiring another responsible bidder.

Mr. Moore explained that this work is critical to taking the streetcars off Market Street. Before the streetcars are removed the turnaround must be completed. He said the contractor in question is a minority business manufacturer who presently has a job with the City pulling down overhead lines and salvaging copper. He has never performed overhead construction work. Staff does not want to place this contractor in a position where his schedule is too tight and he lacks the experience.

Mr. George L. Newkirk, Contracts Compliance Officer, stated that this contractor had planned on having certain people available to him when he submitted the bid. He must have supervisory electricians on the job in order for the union to dispatch to him any electricians. He does not have a supervisory electrician available to him.

Mr. Dow explained that the wording of the resolution is such that it recognizes this contractor's lack of experience which justifies rejecting his bid.

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Resolution 79-0468--Approving grant application to request, receive and expend funds for elderly and handicapped program operational budget ($121,200) implementation budget ($343,800).

Commissioner Sanger asked how this relates to what the PUC adopted 2 weeks ago.

Mr. Lyle Peterson, Coordinator of Elderly and Handicapped Programs, explained that the $121,200 is a grant which has already been authorized and given to the program. The Commission is being requested to accept that. Simultaneously staff is asking to apply for $334,500. It has not been specifically determined how that money is to be allocated.

Responding to Commissioner Sanger, Dr. John M. Christensen, Jr., Assistant General Manager, Finance, explained that the funds previously approved, $268,000, were for 1978-79. That was last year's money to Canon Kip operations. These are the funds which are being made available for 1979-80 in the total amount of $465,700.

Commissioner Sanger asked why funding is lagging behind.

Dr. Christensen stated that this is the manner in which funds are made available through MTC. This is Section 4.5 money of TDA. He said the funds could have been applied for 2 or 3 months ago.

Commissioner Sanger commented that last time the program was 9 months late in funding Canon Kip, and it seems that the same situation is occurring.

Dr. Christensen stated that Canon Kip still has some of the $268,000 available to continue its operation. He said it is expected that the $343,000 will be received by the middle of December. He said this item will be heard by the Grant Review and Allocation Committee of MTC December 5, 1979.

Commissioner Sanger said that next time things should be speeded up.

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Resolution 79-0469--Approving amendment to the current management and financial control contract with Arthur Andersen & Co. for Source Systems, Mid-Year Conversion and Project Management.

Commissioner Flynn asked the original amount of this contract.

Mr. C. Dean Collins, Manager, Bureau of Management Information Systems, replied $525,000. He said this is an increase for the items noted, principally because of changes in the City's accounting system, and the fact that the bureau is still suffering recruitment problems. This is to do the job originally intended to be done in-house.

Commissioner Flynn requested that on future modifications of contracts staff let the Commission know the original amount of the contract, the amount being asked for, and a projection as to what staff expects the professional services contract to cost to the end.

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Resolution 79-0470--Authorizing the expenditure of approximately $6800 to pay shipping charges to transport an Ikarus/Brown-Boveri articulated trolley coach from Mexico City to San Francisco for a 3 month service demonstration, and authorizing the Municipal Railway to enter into an agreement with Crown Coach Corporation to conduct the vehicle demonstration.

President Pilcher asked what costs other than shipping would be.

Mr. Green explained that in the past the demonstrations were by companies making pre-arranged tours. In those cases there was no expense to Muni. This demonstration is at the request of Muni. The 5-Year Plan does envision the purchase of 24 new articulated trolleys. Staff would like an opportunity to look at the very best available pieces of equipment before making that type of purchase.

Commissioner Sanger asked how long this trolley coach was tested last year and what was learned.

Mr. Peter Straus said it was tested less than a month. He said that one of the principal benefits would be exposure of the articulated coach to Municipal Railway riders. There has been much skepticism, and the coach will be run in service for 3 months. An articulated trolley bus has never been tested in service in San Francisco. He stated that Muni would provide drivers.

THEREUPON THE MEETING ADJOURNED: 3:00 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

SPECIAL MEETING

Room 282, City Hall

1:00 P.M.

November 27, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

Secretary

Call To Order 1:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners John F. Henning, Jr., John M. Sanger

Commissioner M. Melton Flynn arrived at 1:15 p.m.

Discussion preceding adoption of resolution is attached.

RESOLUTION NO.

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0472 M Adopting in principle, subject to development of a detailed implementation plan, a proposal which would in essence maintain service on Geary Blvd. with the 38-LIMITED, and restore service on Balboa Street by diverting the 38-LOCAL at 33rd Ave., and incorporating the Veteran's Hospital loop in the Geary Blvd. service.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copy of the above resolution is on file in the office of the Secretary of the Public Utilities Commission.

President Pilcher stated that the special meeting was being held at the request of the Board of Supervisors and concerned only the 10 and 38 lines. She said testimony on the 38 line would be heard first.

President Pilcher noted that the Commission made a commitment at the time the 5-Year Plan was unanimously passed by the Board of Supervisors that 6 months after the 10-MONTEREY line was in operation the PUC would review it. Since the "new" 10 line has not been placed in operation, there are no "changes" to be made in that line.

President Pilcher opened the meeting to the public, and recognized Supervisor Gordon J. Lau.

Supervisor Lau stated that the Board of Supervisors was advised that if the residents were not satisfied with the changes in the 38 line, the original routing would be restored. This has not been done.

He presented a copy of a 3,000 signature petition of outer Richmond district residents opposed to the changes to President Pilcher, explaining that the petition had been submitted prior to PUC action.

At an October 11 meeting at St. Thomas parish more than 350 people told the PUC staff that they wanted the change amended. Since then Supervisor Lau said he has tried to work with PUC staff, which has not been responsive to the needs of people in the Richmond district. With that in mind he, with the full Board's concurrence, asked for the special meeting.

Supervisor Lau described the shoppers shuttle as a "half solution" because many people have to go to French and Kaiser Hospitals. He said if the PUC is ever to be believed by the citizenry, when it says, "We will amend it if you do not like it," then the PUC must amend it. Otherwise, he said, "No one in the City and County of San Francisco will ever believe the PUC again."

Ms. Mary B. Koors said the change does not provide the people with the transportation needed.

Ms. Ariel M. Chavez, representing Balboa Street merchants, said the change has damaged business on Balboa Street.

Shirley Asunion, representing students at Presidio Middle School, spoke in favor of the old 38 line because of the convenience of a bus stop by the school. Now it is necessary to walk 2 blocks, and the Washington High School students beat up the Middle School students. The bus does not pick the students up at Middle School because it is too crowded and there are too many children.

Karen Manuoka, a student at Middle School, said the old bus stop was at Geary and 30th Ave.

Ms. Jeannette Buell, 778 - 39th Avenue, said only one transfer was required with the old 38, and now it is necessary to use 3 transfers.

Ms. A. B. Lupo said she would like the 38 bus the way it was before, from the beach to the terminal.

Ms. Eileen Fitzgerald, 775 - 38th Avenue, said the former 38 line was the only bus line making money for many years. She said it is now necessary to walk up 3 hills to board the Geary bus.

Mr. Lawrence Marcelino, Secretary of the National Federation of the Blind, stated that many people selected their place of residence because of proximity of a bus line. He asked if the PUC would have a hearing relative to the library for the blind and handicapped which is served by the 55 line, which has now been put on California Street; and President Pilcher said that a public hearing is customarily held on the basis of requests from a large number of people.

Mr. Neil Wilson, 734 - 38th Avenue, commented that over 3,000 persons signed a petition that they did not want the 38 line changed in the first place.

Mr. Charles McConnaughy, 726 - 42nd Avenue, said the 5-Year Plan was put together by consultants from eastern towns--by "an outsider not familiar with San Francisco problems."

Ms. Suzee Tada, 615 - 46th Avenue, said she has rheumatoid arthritis, and it is now very inconvenient for her to walk up hills and make many transfers. She asked why the buses can't begin from Point Lobos and cover the entire area.

Mrs. Sadie Flaxman, 44th and Balboa, said the Balboa bus is not as important as the 38.

Mr. Adrian Blumberg, 491 - 31st Avenue, said he favors restoring the 38 line to where it was prior to August 29, 1979.

Mr. Dragomir B. Zegura, 534 - 41st Avenue, said 97 percent of the people present want the Geary bus line back the way it was. He said the Commission and staff should be "big enough" to admit an error and correct it.

Ms. Sophie Hart, 35th Avenue and Balboa, representing the Commission on Aging and all seniors, requested having the 38 line returned to the old schedule. She said it is an imposition to ask senior citizens to get up and down on buses and make transfers. She asked that seniors not have to ride the 31 bus downtown through an unsafe area.

Mrs. Catherine Reardon, 40th Avenue and Balboa, said she is particularly concerned about elderly people, the largest number of whom live in District No. 1. She said it is dangerous for them to ride the 38 line as the transfer point at 32nd Avenue and Balboa is near Washington High School.

Mr. Sam Weiner, Jr., 444 - 16th Avenue, said he can get a 38-LIMITED bus going down Geary where all his stops are. He said signs regarding the meeting today should have been posted in the buses.

Ms. Anna Gordon, 935 Geary Street, said she boards the bus at Larkin and Geary Streets, which is a transfer point for the 19-POLK bus. The 19 bus no longer stops there, nor does the 38-GEARY, except for a local "now and then." She said the service is poor. She has waited 15 minutes while 2 or 3 LIMITEDS pass her by with 6 passengers in each bus. Going east on the 38-LIMITED it is necessary to walk down from Van Ness Avenue to Larkin Street to get the 19-POLK.

Ms. M. Brown, 739 - 40th Avenue, said the 38 shuttle service is very poor--she has had to wait 35 minutes for a shuttle bus.

Ms. Juliette Cecchi, 880 - 46th Avenue, said she works at Fort Miley as a volunteer, and it takes her an hour using 3 buses to get there. Before the route changes it took her 10 minutes.

Mr. Robert Sache, 4225 Balboa Street, said the change disregards the needs and wishes of the majority of the people dependent on public transportation.

Ms. Charlotte Elam, 1029 Anza Street, said that because of the route changes and cutbacks only one express bus goes downtown now. It takes all of the people who work in the Union Square area 30 minutes longer to get to work.

Mr. Ed Lawson, President of the Richmond District Council, said the people in the Richmond district want the bus routes back the way they were, and the same number of buses at the same times. They want the limited buses cut back and local service expanded. The limiteds are missing not only transfer points, but important stops such as Stanyan Street.

Mr. Terence Redmond, attorney and merchant, said he lives at 342 - 5th Avenue, and that the 38 line should be returned to its original service. He said he was speaking not only for himself, but as a representative of the Greater Geary Boulevard Merchants Association.

Mr. Frank Scheifler, 2338 - 44th Avenue, said that when the 58 shuttle was put into service it was an admission that the 38 line is not working properly.

Mr. M. H. Klebolt, 1986 - 24th Avenue, said his place of business is at Geary and Powell Streets, and he is the president of CAPTrans. After attending all public hearings on the POM study, he said CAPTrans submitted to the PUC and to the Board of Supervisors a report which called for leaving the 38 line as it was. He recommended following abandonment proceedings.

Reverend John Frykman, Pastor of First United Lutheran Church, 6555 Geary Boulevard, said that young people coming home from shows and places downtown who cannot get on a 31 BALBOA bus late at night without crossing town are dropped off on Geary and walk down. There have been at least 3 instances of young people being attacked.

He said his son was one of those persons "hassled" coming down from Geary on 47th Avenue. He said at least 6 senior citizens who used to come to church every Sunday now do not because of the difficulty in getting a bus and transferring twice, when it was not necessary for them to transfer before.

Ms. Sheryl Arnold, 751 - 47th Avenue, said the first time she tried to use the Balboa bus instead of the Geary bus at night she had to walk 5 blocks to get to a place where there were lights and people where she could wait for a bus. She said the changes are complicated, and the late night buses do not go to the end of the line, or the route was switched. She said the former 38 bus line was a beautiful example of transportation planning which went from the population center to the commercial center.

Mr. James A. Schroeder, a resident of the outer Richmond district, said the people in the district are saying the change does not work, and they do not want it.

Mr. Bernard Aissen, 588 - 34th Avenue, said the route changes have made things very convenient.

Mr. Walter O'Donnell said he lives downtown and uses the 38 bus regularly. He commented that a woman with a cane was on a 38-LIMITED going to St. Francis Hospital. She had to get off the bus at Jones Street and walk back. He said it now takes 3 buses to get to Fort Miley where he goes to visit friends.

Ms. Ruby Binder, 4425 Balboa Street, said San Francisco is a city of Hills, and it is tiring to walk up the 3 blocks to Geary Blvd.

Mrs. Donna Yee, 775 - 47th Avenue, said she now has to get off at Montgomery Street to go to Chinatown when she takes the Express. She then has to walk up 3 blocks and get a 30-STOCKTON bus. She said it takes longer now to go from the Richmond district to South of Market Street. Many people who used to take the 38-EXPRESS now take the 38-LIMITED. This means that people in the inner Richmond often cannot get on a bus.

Mr. Walter Ballin, 7100 Geary Boulevard, said he depends on the 38-LIMITED, which gets him to work at Geary and Parker in 10 minutes, and is a fast ride downtown. He said perhaps the 38-LOCALS could be alternated--some going out Balboa, and some going out Geary. He said he has heard many working people say they like the new changes.

Mrs. Joseph Stipinovich, 643 - 43rd Avenue, said the people need the old 38 line back in order to get to the drugstore, post office, banks and shopping on Geary Boulevard, as well as to downtown doctors and dentists.

Commissioner Sanger pointed out that almost no one was present who rides the new lines. Changing back to the old 38 lines also means changing lines Nos. 2, 1, and 31. He said he would also like to hear from the people who participated in all of the public hearings. He commented that the 38 shuttle was initiated as a stop gap in order to fill some of the gap that exists along the old 38 line, and provide access from outer Balboa to Geary and Clement Street, but it seems clear that that shuttle is inadequate.

In order to respond to the needs of people on outer Balboa for access downtown, while paying attention to the good service that some people now believe they are receiving, Commissioner Sanger moved that the staff be instructed to immediately extend the 38 shuttle as far east as Divisadero to provide service to nearby hospitals; and that the staff be instructed to come back in 2 weeks with alternatives available to restore the old 38 route between 33rd and Geary and Balboa and La Playa, including the possibility of splitting the 38 line so that people on outer Geary Boulevard are not deprived of current service.

Commissioner Sanger requested that the Commission notice and hold a meeting in the Richmond District before final action.

President Pilcher asked how this special meeting was noticed, as she said correspondence was received from 2 people who said they liked the change, and heard about the meeting by accident.

Supervisor Lau stated that there was a meeting held at St. Thomas on October 11, 1979, and everyone who signed in received a notice of today's meeting. He said the people present are concerned about service in the outer quadrant of the Richmond district, but do not want service taken away from the other parts of the Richmond district. He said he has been working with Muni staff since before August 29, and has tried to be reasonable, but has come to the conclusion that Muni staff "does not live in the real world." He said people on the south side of Geary have had service taken away, and want it restored. He asked that the people be given an indication today that something will be done.

President Pilcher said her commitment is to changing the 38 line back to the way it was if she is convinced, after going through the normal notice procedure, that that is the wish of people in the Richmond district. She asked McMorris M. Dow, Utilities General Counsel, what action could be taken today.

Mr. Dow replied that none of the new lines have been in existence for a year, so the Commission could adopt whatever resolution it wished relative to rerouting lines.

President Pilcher commented that changes adopted this date would be temporary changes.

Responding to Commissioner John F. Henning, Jr., Mr. Dow said there is no problem with notice regarding making changes today.

Commissioner Sanger commented that it has been the practice of the PUC to provide adequate notice to everyone when a change was to be made. He said just yesterday he was at the Board of Supervisors meeting, and heard the Commission criticized by CAPTrans and Mr. O'Donnell for not giving adequate notice of specific route changes.

Commissioner Henning asked for Supervisor Lau's recommendation. The supervisor asked that the old 38 line be restored by adding buses; and if it is necessary to hold a hearing, that it be held at St. Thomas Church or Washington High School.

Commissioner McCrea said he was convinced that in all likelihood the 38 line should be restored to its old route. On the other hand, he said, he would not wish to have a lot of signs placed on the buses tomorrow morning and have many people "storming down here" two weeks from now saying they were not advised what the Commission was going to do.

Mr. Tom Matoff, Director of Planning, said he did not know if there are enough buses to add a new line today.

Mr. Sklar commented that right now Muni has 15 to 20 percent fewer buses and drivers, than are needed city-wide.

Commissioner Flynn said the Commission should listen to 3,000 people who are asking for service. He said it was his suggestion to staff at the last meeting that there was something wrong with the Geary line.

Commissioner Flynn moved that the Geary line be restored immediately, notwithstanding the problems that may occur on lines 2, 1 and 31.

Commissioner Sanger's motion to extend the 38 shuttle to Divisadero died for lack of a second.

Mr. Sam Walker, Secretary, TWU Local 250-A, explained that the union is not in opposition, but the proposal would call for a complete new table on the 38 line. The 31, 2 and the 1-EXPRESS are also affected. The people on the 31 line would ask for the express line back. This would be a major change affecting 4 or 5 lines in the Richmond corridor. He said it would take about 20 days for a new signup on the 38 line.

Mr. Sklar explained the 3 separate 38 line services: (1) The 38-EXPRESS, a new heavily used peak hour service to the financial district from the Richmond district. (2) The 38-LIMITED, a "compromise" service. (3) The 38-LOCAL. He said that only 2 services were pertinent to the discussion--the LIMITED and the LOCAL. The 38-LOCAL runs during normal operating hours, and the LIMITED from 6:00 a.m. to 7:00 p.m., weekdays only.

Mr. Peter Straus of the Muni Planning Section explained that local service is scheduled for buses to leave Transbay Terminal every 3 minutes, alternating between local and limited service all day--resulting in a 6-minute headway on each.

Mr. Sklar suggested that the LIMITED continue on its 3-minute schedule out Geary Street, and the LOCAL be diverted back to the old route, both of them running full local from the point of diversion. This would give 6-minute service on each of the outer corridors, and 3-minute service from 33rd Avenue inbound. He asked if this would be possible with a minimal addition of buses.

Mr. Tom Matoff, Director of Planning, Municipal Railway, commented that it would cut off service to Fort Miley, and there would be no service west of 33rd Avenue on Geary or Pt. Lobos nights or weekends.

Mr. Sklar asked staff how long it would take to come up with a plan for the bifurcation at 33rd Avenue so the people riding the new service, the EXPRESS service, and the Balboa riders would be served, and what it might mean in cutting the No. 31 off when the diversion is done at 33rd Avenue. He said this assumes moving faster than usual and working with the union, which is very cooperative; and that it is consistent with the fact that there is no additional money.

Mr. Rod Bartholomew replied that "a ball park figure would be at least 30 days."

Mr. Sklar asked Supervisor Gordon Lau what type of commitment the PUC could have from the Board of Supervisors and the Controller.

Supervisor Lau said he will personally talk to each member of the Board of Supervisors to get a "reasonable resolution." He pledged to do everything humanly possible to respond on the Board of Supervisors' side.

Commissioner McCrea commented that the additional cost would be the sum of running what is now called the 38-LIMITED as local service outside the hours now operated, with a deduction made for abandoning the service on the 31 line east of 33rd Avenue.

Mr. Sklar said this would be plus the incremental cost of the running time of the 38-LOCAL.

Commissioner McCrea said PUC and staff are not talking about a huge amount of money.

Commissioner Sanger asked the currently scheduled headway on the 38-LOCAL after 7:00 p.m.

Mr. Straus said it is 5 to 8 minutes at 8:00 p.m. outbound.

Commissioner Sanger said that if the local went to 10-minute headways at night, service could be provided both on Balboa and Geary with the same number of buses.

Commissioner McCrea moved that the Commission adopt in principle, subject to drawing up an implementation plan by the staff, the proposal put forth by Mr. Sklar which would in essence maintain service on Geary Boulevard with what is now called the 38-LIMITED but restored to local service; restore service on the 38 line to Balboa by diverting the 38-LOCAL on 33rd Avenue to Balboa; that service on the 31 line be terminated at 33rd Avenue; that the Geary Boulevard service incorporate the loop to the Veterans' Hospital, subject to having a detailed plan presented to the Commission at a meeting two weeks from today, at which time that plan would be forwarded to the Board of Supervisors for whatever additional funding would be required.

Commissioner Sanger said he had one amendment. It does not appear necessary to stop the 31 line at 33rd Avenue.

Mr. Sklar requested that this be left flexible for the benefit of planning and scheduling personnel.

Commissioner Sanger seconded the motion.

President Pilcher said the shuttle can be kept until the change is made.

Commissioner McCrea called for the question, and the motion was unanimously adopted.

3:25 p.m. President Pilcher declared a 3-minute recess.

3:31 p.m. The meeting reconvened.

Commissioner Sanger asked when the new 10-MONTEREY line is to go into service.

Mr. Matoff replied, "Late in March."

Commissioner Sanger commented that the PUC met at a special meeting on this line with residents in that area. He said he understood at that time that after that line was commenced the PUC would have a review in 3 months and again in 6 months.

Commissioner Sanger moved that the Commission continue the matter of the No. 10-MONTEREY until it is actually in service.

Commissioner Flynn seconded the motion.

Mr. Matoff stated that in the interim since Phase I was adopted staff has been communicating with people in St. Francis Woods regarding 2 alternative routings, which are being evaluated. Staff will continue to do that before the March startup date. If a better route is found, staff will come to the Commission prior to the startup date.

Commissioner Sanger called the question. Commissioners Sanger, Flynn, Henning and McCrea voted "Aye". President Pilcher voted "No".

Responding to a gentleman in the audience, President Pilcher stated that the staff is looking at alternatives, and if alternatives are proposed, there will be a public hearing, and interested parties will be notified. She extended apologies to those who came to the meeting regarding this matter.

Mr. Vernon Anderson asked if plans include re-routing of the No. 10 line via Ocean Avenue and Junipero Serra.

President Pilcher advised Mr. Anderson that he could speak to Mr. Matoff outside the meeting room.

Mr. Anderson said, "It has been railroaded."

THEREUPON THE MEETING ADJOURNED: 3.34 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Room 282, City Hall

3:35 P.M.

November 27, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS

Municipal Railway

Hetch Hetchy Project

Water Department

BUREAUS

Engineering and Construction Management

Administration

Financial Management

Information Systems

Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

Secretary

Call To Order 3:35 P.M.

Present President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John F. Henning, Jr., John M. Sanger

The minutes of the regular meeting of November 13, 1979, were approved.

Discussion preceding adoption of resolutions is attached.

RESOLUTION NO.		
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0473	M	Adopting a policy that the Public Utilities Commission will not authorize the removal of any tracks, wires, or other essential facilities necessary for surface streetcar operation without prior consultation with the Board of Supervisors.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of Sanger, seconded by Flynn, the following resolution was adopted.
79-0474	N	Increasing the annual revenue received from fire service charges in San Francisco by approximately $402,000 to fund replacement of old and deteriorated underground facilities in the San Francisco distribution system; and approving supplemental appropriation, amount $170,000, to fund main replacements in fiscal year 1979-80.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger No-Henning
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0475	E	Authorizing bid call for WD Contract No. 1650 - Construction of San Andreas Pipeline No. 3 in San Mateo County. Estimated cost, $9,000,000.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0476	E	Authorizing bid call for WD Contract No. 1768 - Construction of Fences on Water Department Properties in San Mateo County. Estimated cost, $80,000.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger
		On motion of McCrea, seconded by Flynn, the following resolution was adopted:
79-0477	E	Awarding WD Contract No. 1771 - Relocation of Crystal Springs Pipeline No. 2 at Colma Creek and Orange Avenue, South San Francisco - to Alf Burtleson Construction Company, Sebastopol, California, in the amount of $128,432.
		Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0478 E Awarding WD Contract No. 1749 - Painting Potrero Heights Tank - to Bay Area Coatings, San Bruno, California, in the amount of $12,800.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0479 E Awarding WD Contract No. 1759 - 4-Inch Ductile Iron Main Installation in Yale Street North of Wayland Street - to W. L. Fairey, Los Altos, California, in the amount of $7,315.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0480 E Approving modification in the debit amount of $10,000 to provide funds for additional work, under HH Contract No. 533 - J Line Streetcar Overhead System, Conversion for Pantograph Operation. (Power Improvement Program/Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0381 A Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $5,758.30, month of October, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0482 A Approving payment of claims, amount $67,890.56, from Municipal Railway revolving fund, month of October, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0471 A Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $30,812.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0483 F Approving traveling expense vouchers for Gerald P. Cauthen, amount $1,249.22, incurred while on 2 trips to Duncan Industries at Elk Grove Village, Illinois, for the purpose of expediting the manufacture of fare collection equipment for the Muni Metro subway system; and authorizing Mr. Cauthen to undertake additional trips as required to insure successful completion of the fare collection system.

Vote. Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by McCrea, the following resolution waa adopted.

79-0484 M Authorizing staff of the Municipal Railway to advertise and circulate a Request for Proposals for consultant assistance involving planning, design, and engineering of improvement of the passenger interface between the Municipal Railway and the Golden Gate Ferry System at the new Ferry Terminal in San Francisco, including development of interface schemes and refinement of selected alternatives.

Vote: Ayes-McCrea, Flynn, Henning, Sanger
No-Pilcher

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0485 E Approving Amendment No. 5 to the Professional Services Agreement between the San Francisco Municipal Railway Improvement Corporation and Louis T. Klauder and Associates for services in connection with the light rail vehicle design-review, inspection, and acceptance, which increases the amount of the Agreement from $2,436,354 to $2,722,523, and requesting the SFMRIC to approve and execute Amendment No. 5. (Transit Improvement Program) (Continued from meeting of November 13, 1979.)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0486 E Accepting as satisfactorily completed work under MR Contract No. 641R, Radio Equipment Vault, McLaren Park, San Francisco; authorizing final payment in the amount of $4,705 to Joseph Kaplan, Inc., contractor; and approving execution of agreement of non-prejudice regarding contractor's claim for additional compensation. (Transit Improvement Program)

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0487 E Rescheduling the December 11, 1979, regular meeting of the Public Utilities Commission to Tuesday, December 18, 1979, at 2:00 p.m.

Vote: Ayes-Pilcher, McCrea, Flynn, Henning, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner Sanger said he had been assigned to attend meetings of the MTC Finance Committee, which represents AC Transit, Muni and BART. The purpose is to come up with a proposal to submit to the Legislature a plan to finance projected deficits for all 3 operators. The general size of the estimated regional deficit is about $50 million 2 years hence in excess of all known available revenues, including assumed fare increases on all systems to meet the AB 1107 demands. This does not include capital expenditures.

The Committee is now moving into a discussion of alternative revenue sources. He said it is his intent, unless otherwise instructed by the PUC, to represent the PUC's viewpoint as being one of soliciting additional State assistance through authorization of additional revenue sources, which may include either additional sales tax revenue, additional bridge toll revenue, possible auto license fee increases to finance the 3 transit systems, and at his suggestion a possible regional construction fee imposed on certain types of building construction in order to generate additional revenue.

He said it is at this point that the Committee will be dealing with recommendations to the Legislature. He asked if the Commission had any point of view.

REPORT OF THE GENERAL MANAGER - Mr. Richard Sklar

Boeing Vertol Corporation

Mr. Sklar reported that last week Boeing Vertol Corporation and Boston reached a settlement of a long standing dispute. Boston originally purchased 175 cars, under the San Francisco-Boston joint agreement. The cars were earlier cars than the City's, and there were many troubles with them. Boeing agreed not to deliver the last 40 cars, to give Boston an option of returning 35 more cars, to update the 100 cars Boston kept; however, MBTA would pay for 135 cars. Boeing agreed to pay Boston, in lieu of any other claims, a settlement of $40 million. The Boeing Corporation senior executives from Boeing Vertol, as well as Boeing Corporation executives from Seattle, came to San Francisco and disclosed this to staff before the event took place.

Staff told them that San Francisco had only one concern--the relationship between Boeing and San Francisco. Boeing gave staff a letter signed by both the parent corporation and the subsidiary giving assurance of continued support and commitment to meeting all contractual requirements, plus many things well beyond the contract to make sure that the 100 cars which City now has are brought by modification into full contract conformance, and updated with all changes that have been agreed are necessary to carry on the full reliability and warranty program.

A letter has been obtained that in staff's view is satisfactory in all respects. A commitment was obtained from Boeing senior executives from Seattle for support at an even higher level since they no longer have to deal with Boston. Staff feels the cars are good, will be reliable and will give good service if operated and maintained properly. Boeing's representatives were present to answer questions.

Commissioner McCrea requested that copies of the letter be given to the Commission.

Responding to Commissioner Sanger regarding the other 40 cars, Mr. Sklar said staff has discussed with Boeing the possibility of City purchase of additional cars. City has right of first purchase of any or all of those cars. The price has not been resolved, but has gone up 2-1/2 times from the time San Francisco bought them.

Commissioner Sanger asked for what other systems Boeing is currently producing cars.

Responding to Commissioner Sanger, Mr. Sklar said Boeing Vertol is manufacturing cars for no other system. He said Buffalo has put in a request for a number of cars, and that Portland is moving ahead with a light rail program. He said Boeing is out of production. The question of the 35 cars which Boston may or may not return is up in the air. They have been so cannibalized that it may cost Boeing more to bring them up to shape than to scrap them.

Commissioner Sanger asked if staff is investigating means to finance the purchase of additional cars.

Mr. Sklar said this will be done--this has all happened in the last 2 days. He commented that if UMTA ends up with additional funds due to the $40 million settlement with Boston, San Francisco will be in line to ask for them.

Mr. Sklar said the 5-Year Plan does envision 3rd Street and J-Line extensions with required additional cars. He said it would be a mistake to have to buy another type car and have 2 separate types in the system.

Commissioner Sanger commented that the capital improvement program provides for the purchase somewhat later of additional cars.

LRV Accident

President Pilcher asked for an update on the LRV mishap.

Mr. Sklar said it is his conclusion, having heard testimony from all participants, having had Boeing, Klauder, and Muni investigation of the vehicle, having had the National Transportation Safety Board examine the entire accident and render an informal opinion, that the problems were operator or human error. Charges have been filed against 2 of the people who participated in the event. A public hearing will be held on both of the operators who have been charged. He said the track brakes could have been operated at any point during that 30 or 40-second roll back, and stopped the car before it hit the other car. When the car was taken back to the barn and examined by Klauder, Boeing and Muni all the circuits were intact and the track brake worked. He said his conclusion is that it was operator error in separating the cars and putting them in an unsafe condition.

Mr. Sam Walker said the operators involved have not yet been given due process, and that there is a hearing pending.

Mr. Sklar stated that if the evidence he now has is proved wrong he will withdraw with apologies to any individuals. He said he has to make a decision now as to whether to charge or not, or the statute of limitations would apply.

Muni Metro System

Commissioner Sanger stated that the October, 1979, report of the Muni Metro Task Force makes it clear that the Muni Metro should not be opened on January 14, 1980, even if it is possible. He asked when the sign-up would be.

Mr. Sklar replied that the sign-up will occur as soon as the matter that the union's attorney, the City Attorney and he are meeting on tomorrow is resolved. He said he is not convinced that January 14, 1980, is not the appropriate date to begin operations, unless he sees evidence that it would not be safe or a good service decision to operate on that date. He said that simulated service has commenced.

Commissioner McCrea said he has respect for Mr. Sklar's judgment, but it should be the Commission's decision whether that line opens or not. He said he was very disturbed with the task force report. He requested that a full hearing be held at the first meeting in January, 1980, and that the complete status of the system be presented to the Commission, and that it be the Commission's decision whether that line goes into service or not.

Mr. Sklar agreed and said a technical review session should take place at Muni Metro, or someplace where all the personnel, the vehicles and the problems can be described. He said a special meeting and review should be scheduled on January 3, 1980, which would give the Commission time to make decisions.

Commissioner Sanger requested that the Commission be advised when full simulated service begins. He said this would include the signal system, and the heating, ventilation and emergency ventilation system.

Commissioner McCrea added destination signs, and Mr. Sklar said destination signs are not considered crucial when going to an N-line service only.

Mr. Rod Bartholomew, Deputy General Manager, Operations, reported that full simulated service started November 26, 1979. The emergency telephone system is scheduled for completion about December 19, 1979.

Commissioner Sanger noted that there are comments concerning continuing problems and modifications in the signal system since June, 1979.

Mr. Maurice Klebolt, President, CAPTrans, commented that Boston has "bailed off" the LRV program, and is now "winging it on their own," and the BSF Committee has been dissolved. Boston is only going to operate 100 of the 175 vehicles. Boeing Corporation is committed to stay with San Francisco until the warranty period expires. He asked when this would be.

Mr. John Cord, of Boeing Corporation, replied that the warranty period on most mechanical components is 2 years after the cars are placed in service. There is a 5-year period on structural items. He said the reliability program will run for 2 years after 50 cars are placed into revenue service, or 2 years from 1980.

MMr. Sklar said this period could be extended contractually to obtain certain services which Boeing could perform better than staff of Muni.

Mr. Klebolt commented that there is a possibility of buying 30 or 40 more "of these turkeys." He asked about parts.

Mr. Sklar replied that some parts are purchased from Boeing and some from other suppliers. Boeing has been asked to enter into a full parts agreement with San Francisco to supply all parts required on an on-going basis.

Mr. Cord said the program will also provide alternate sources for parts, and provisions for Muni to repair parts with its own forces.

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INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Resolution 79-0473--Adopting a policy that the Public Utilities Commission will not authorize the removal of any tracks, wires, or other essential facilities necessary for surface streetcar operation without prior consultation with the Board of Supervisors.

Commissioner Sanger stated that he and Mr. Sklar attended a Board of Supervisors meeting on November 26 on the resolution disapproving abandonment of the J, K, L, M and N lines in order to begin Muni Metro service, and the matter was continued for 1 week. He said there was a question of concern on the part of some of the supervisors that the PUC go on record, in accordance with a prior resolution by the Board of Supervisors, indicating that it is not the intent to authorize any removal of tracks, wires or other facilities necessary for surface streetcar operation on Market Street until the PUC has gone to the Board of Supervisors for its approval.

In order to respond to that and to expedite the necessary abandonments for the Muni Metro, Commissioner Sanger proposed a resolution for the Commission's consideration. He said the resolution could state, "WHEREAS, the Board of Supervisors has previously indicated by resolution its desire to be consulted, and to approve the removal of any tracks or wires on Market Street necessary for the operation of the surface streetcar system; now, therefore, be it

"RESOLVED, That the Public Utilities Commission will not authorize the removal of any tracks, wires or other essential facilities necessary for surface streetcar operation without prior consultation with the Board of Supervisors."

Mr. Sklar stated it may be possible that as part of the Market Street overhead rebuilding program the wire may not be the same wire. The wire may be taken down and replaced.

Commissioner McCrea seconded the motion, which was unanimously adopted.

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Resolution No. 79-0474--Increasing the annual revenue received from fire service charges in San Francisco by approximately $402,000 to fund replacement of old and deteriorated underground facilities in the San Francisco distribution system; and approving supplemental appropriation, amount $170,000, to fund main replacements in fiscal year 1979-80.

This was a public hearing to consider a proposal for monthly fire service charge revision in San Francisco. President Pilcher read the two alternatives.

Alternate A was for increasing the annual revenue received from fire service charges in San Francisco by approximately $395,000, and reducing the annual revenues received from domestic service charges in San Francisco by approximately a like amount. Alternative B is Resolution 79-0474, as above.

President Pilcher opened the meeting to the public.

Mr. Walter O'Donnell spoke in favor of adopting alternate A.

Mr. Eugene J. Kelleher, General Manager and Chief Engineer, San Francisco Water Department, explained that Alternate B would increase the total revenue in San Francisco and would spend it all in San Francisco. He said the supplemental appropriation of $170,000 would fund main replacements during the present fiscal year. He commented that the main replacement program in San Francisco is now funded in the amount of $2,000,000. Alternate B would increase it to $2,402,000, and if the capital program were cut, revenue would still come in. He said there would be a substantial increase to some commercial customers under alternate B.

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Resolution No. 79-0484--Authorizing staff of the Municipal Railway to advertise and circulate a Request for Proposals for consultant assistance involving planning, design, and engineering of improvement of the passenger interface between the Municipal Railway and the Golden Gate Ferry System at the new Ferry Terminal in San Francisco, including development of interface schemes and refinement of selected alternatives.

Commissioner Sanger said he assumed this proposal is on the calendar because the money specifically for this project has become available from the State.

Commissioner Sanger said that every consultant proposal that is brought to the Commission is overfunded for the amount of work requested. Staff should request more work, and hear from all consultants competitively if they do not think they can provide what is being requested for the money. For this size contract, he said he would expect to see more than preliminary sketch designs for possible interface schemes, and the development of a work program and citizen participation mechanism. He said he would expect a preliminary feasibility study.

Ms. Barbara Brown of the Planning Section, Municipal Railway, replied that the area will be ultimately included in the Port and Ferry Building development. Planning staff would like to make sure that there is a Muni recommendation. Staff went to transit agencies, MTC, UMTA, and CALTRANS. The comment that came back most often was that too much was being asked for $50,000.

Responding to Commissioner Sanger, Ms. Brown said actual preliminary design will be included. No particular alternatives are to be selected prior to environmental review, which will be a separate contract, and will probably be incorporated in the Ferry Building project. She said, however, that design criteria is the beginning of environmental review.

President Pilcher said that from what she has heard about the Ferry service it is a "huge white elephant," and costs a fortune per rider.

Commissioner McCrea said that if Muni had a better feeder system to the ferry system ridership of the ferry system would be improved.

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Item No. 10--Assigning Municipal Railway Transit Advertising Agreement by Metromedia, Inc. to New York Subways Advertising Company (NYSA).

Commissioner McCrea moved that this agreement be put out to bid again. If NYSA is interested they can bid on it.

Mr. Sklar said that what is being discussed is not a new contract, but assignment of the existing contract. Metromedia has sold its Metro Transit Advertising division.

Commissioner McCrea asked why it is on the calendar.

Mr. McMorris M. Dow stated that it is a question of the Commission consenting to assignment of the unexpired term of the contract.

Commissioner H. Welton Flynn asked if the NYSA is on a calendar or fiscal year basis.

Mr. Edward Fleri, Jr. responded that it is on a fiscal year basis, ending September 30 of each year.

Commissioner Flynn asked if the document presented to the PUC is a reasonable facsimile of an audited financial statement by a national CPA firm.

Mr. Fleri replied that it is a reproduction.

Commissioner Flynn said the document presented to the PUC is not an audited financial statement. He said that since the document is only the balance sheet and is 14 months old, he would like to know what happened to the operating statements that "feed the network into this statement." He said he would like to know what happened to operations for at least 3 years prior.

He said he also noticed that in the balance sheet, which has been tampered with, that the firm can't possibly pay its obligations because there was $76,000 cash in bank 14 months ago (there might be more now); $832,000 worth of receivables, (if collections were 100 percent on the dollar, there would be $908,000 to pay off $1.2 million in current liabilities, of which some $300,000 or $400,000 is taxes which are current and accounts payable.)

Commissioner Flynn said he wonders why New York Transit is owed all this money, assuming that the $2 million assets in the balance sheet at an asset test ratio of 2 to 1 "which is ridiculous" could be used. He also asked why the statement was reproduced, and the PUC was not given a true copy of what the accounting firm produced. He suggested that the PUC either refuse to assign this contract from Metromedia, Inc., or postpone it until NYSA can produce the auditied statement with all documents and supporting schedules, and that the PUC be furnished 3 years' operating statements to indicate what type of money the firm has been earning.

He said he noticed income taxes of $273,000, which indicates the firm must have been doing very well. He said he would like to see those statements, and would like the PUC to have a current financial statement--not a balance sheet 14 months old. If not, then Metromedia should not be "let off the hook," or be contingently liable until expiration of its contract in 1981.

Commissioner McCrea agreed with Commissioner Flynn's first comment to refuse the assignment. If Metromedia wishes to withdraw from the contract at that point it should be rebid. If NYSA is interested, the PUC will find out a lot about that firm at that time.

Mr. Sklar said it is very important that staff and the PUC know what their rights are. He asked if a consent to the assignment is required, and not to be unduly withheld.

Mr. Dow said it is a case of the consent not being unduly withheld. The purchaser of Metromedia can just "keep them alive and accomplish the same thing."

Commissioner Flynn said the PUC does not wish to be responsible for permitting someone to assume a contract who has not furnished financial sufficiency.

Commissioner Sanger said the matter should be continued to the next meeting for adequate financial and contractual information.

Commissioner Flynn requested operating statements for 3 years current--for the year ending September 30, 1979, and 2 years preceding that; and a current balance sheet as of September 30, 1979. He said he is interested in the securities listed. Since the $1,143,000 in securities are listed as current, that indicates that it is planned to dispose of them in order to meet current obligations. He requested a schedule of those securities. He said he would like for the accounts receivable to reflect on the balance sheet of September 30, 1979, the age.

Mr. Sklar asked if the new parent company could continue Metro Transit Advertising if the PUC denied the assignment.

Mr. Dow said he thinks this is possible, but he would like to study the contract.

Mr. Sklar said that from an operating standpoint he would like to have some record of NYSA's current contracts--who the current transit companies are that they do business with, the volume, the nature of the relationships in terms of the type of service provided, and references from the various companies now being served. The PUC has strong feelings about affirmative action in regard to subcontractors, and he said he would like some background relative to affirmative action. This is supplementing records requested by Commissioner Flynn.

Mr. Edward Fleri said he is a vice president of Metro Transit, and is one of the persons going to NYSA, a private company. He said he has full financial statements, but does not know whether the statement for 1979 is available now. He said the closing for purchase of Metro Transit Advertising is set for November 30, 1979. NYSA will have to make a decision on what is to be done with the San Francisco franchise, whether it is to continue to be operated by Metromedia or exactly how it is to be operated. He said assignments have been received in Boston, Philadelphia, and Detroit.

Commissioner Flynn suggested taking the matter off calendar until the PUC has sufficient information to vote on it.

Commissioner McCrea said he would like to have the City Attorney present the entire matter to the PUC.

Mr. Paul Phillips, General Manager of Transit Advertising, San Francisco, stated that the Commission and staff have been approached in good faith. This was first done 2 weeks ago. Two gentlemen from New York are here, he said, at fairly substantial expense. It was understood that the matter was set up for today, and that hopefully the issue could be decided one way or the other.

Commissioner Flynn said the matter will be concluded to the best interests of the Commission and the City. He said there is no person on the staff who can conclude what the Commission will do. He said that is the error.

Responding to President Pilcher, Mr. Phillips agreed that the same San Francisco people will remain. He said there will be a change in the parent company, and that Metromedia is selling a division of its company, which is Metro Transit Advertising. He asked if he could have in writing the information requested from the NYSA.

President Pilcher directed that this item be put over to the next meeting of the Commission.

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Resolution No. 79-0485--Approving Amendment No. 5 to the Professional Services Agreement between the San Francisco Municipal Railway Improvement Corporation and Louis T. Klauder and Associates for services in connection with the light rail vehicle design-review, inspection, and acceptance, which increases the amount of the Agreement from $2,436,354 to $2,722,523, and requesting the SFMRIC to approve and execute Amendment No. 5.

Commissioner Flynn made a motion to approve Amendment No. 5. He commented that Mr. Thomas A. Mullaney did a fantastic job in supplying supplementary background information. He said this is the first time the Commission has had a document which states expenditures expected to the end of the contract, while making good observation of progress as the contract proceeds.

Mr. Oral L. Moore, Deputy General Manager and Chief Engineer, stated that Mr. Mullaney had asked that Mr. Moore apologize to Commissioner Flynn for not submitting the information initially.

Commissioner Sanger asked if San Francisco is reserving any rights against Boeing Vertol.

Mr. McMorris M. Dow stated that there is liquidated damages for $50 a day for late delivery of the cars. He said that would take precedence over any other action.

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Commissioner Sanger moved that the regular PUC meeting date of December 11, 1979, be rescheduled to December 18, 1979. Commissioner McCrea seconded the motion, which was unanimously passed.

THEREUPON THE MEETING ADJOURNED: 4:45 P.M.

ROMAINE A. SMITH
SECRETARY

M I N U T E S

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

Dianne Feinstein

Mayor

Main Library

2:00 P.M.

December 18, 1979

COMMISSIONERS

Claire C. Pilcher, President

Peter McCrea, Vice President

H. Welton Flynn

John F. Henning, Jr.

John M. Sanger

DEPARTMENTS	BUREAUS
Municipal Railway	Engineering and Construction Management
Hetch Hetchy Project	Administration
Water Department	Financial Management
	Information Systems
	Performance Monitoring

Richard Sklar

GENERAL MANAGER

Romaine A. Smith

Secretary

Call to Order: 2:05 P.M.

Present: President Claire C. Pilcher, Vice President Peter McCrea, Commissioners H. Welton Flynn, John M. Sanger

Absent: John F. Henning, Jr.

The minutes of the special and regular meetings of November 27, 1979, were approved.

A tape of the meeting is on fil in the office of the Secretary of the Public Utilities Commission.

RESOLUTION NO.		
		On motion of Sanger, seconded by Flynn, the following resolution was adopted:
79-0489	H	Approving adoption of rate schedules to be charged by the PUC for furnishing Hetch Hetchy power to private consumers and municipal departments of the City and County of San Francisco.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0490	W	Approving write off of uncollectible delinquent accounts less than $50, as acted upon by the Water and Sewer Lien Committee at its meeting of November 15, 1979, amount $4,599.14.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0491	W	Accepting as satisfactorily completed work under Professional Services Agreement with Crocker National Bank for Lock Box Collection Services, and authorizing final payment.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0492	M	Accepting as satisfactorily completed work under MR Contract No. 717, Potrero Carhouse Paint Shop, Washroom; and authorizing final payment to Henry L. Chapot and Associates.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0493	E	Authorizing bid call for HH Contract No. 584 - Mission Street, 2nd Street to Steuart, 3rd and 4th Streets, Mission to Townsend Streets, Underground Duct System and Related Work.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger
		On motion of Sanger, seconded by McCrea, the following resolution was adopted:
79-0494	E	Authorizing bid call for WD Contract No. 1779 - Excavation and Repaving for Water Service Trenches.
		Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0495 E Authorizing bid call for WD Contract No. 1776 - 16-Inch Ductile Iron Main Installation in Eddy Street between Scott and Fillmore Streets.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0496 E Authorizing bid call for WD Contract No. 1778 - Cement Mortar Line 24-Inch Pipe in Stanyan, Geary and other streets.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0497 E Awarding MR Contract No. 676 - Furnish and Install Train Destination Sign System (Platform Display System) - to Abbett Electric Corporation, San Francisco, California, in the amount of $1,271,954.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0498 E Awarding MR Contract No. 680 - Twin Peaks Tunnel - Emergency Access for Communication Facilities at former Eureka Station - to Valentine Corporation, San Rafael, California, in the amount of $29,333.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0499 E Awarding MR Contract No. 668 - Transit Sign Project (Phase II) - to Kingshill and Sons, Inc. and Sutter California Corporation, a Joint Venture, in the total net amount of $175,919.71.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0500 E Approving modification in the debit amount of $3,000 to provide funds for additional work, under HH Professional Services Contract with Environmental Science Associates, Inc. for Preparation of Environmental Impact Report on Proposed Lake Lloyd Weather Modification Program.

Vote: Ayes-Pilcher, McCrea, Flynn
No-Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0501 E Accepting as satisfactorily completed work under HH Contract No. 597, Laguna Honda Substation, Install Additional Equipment, and authorizing final payment to Amelco Electric, contractor.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0502 A Approving collection of Water Department claims for damages against miscellaneous debtors, amount $351.27, month of November, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0503 A Approving compromise and collection of Municipal Railway claims for damages against miscellaneous debtors, amount $8,549.52, month of November, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0504 A Approving payment of claims, amount $67,628.02, from Municipal Railway revolving fund, month of November, 1979.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0488 A Requesting the Controller to draw warrants in settlement of claims against the Municipal Railway, total amount $103,294.29.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0505 F Requesting the Controller to approve a transfer of funds, amount $35,000, to correct certain deficiencies in replacement of water mains at O'Shaughnessy Dam and Early Intake.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0506 F Requesting the Controller to approve a transfer of funds, amount $35,000, to augment funds for Tunnels and Pipelines, Moccasin to Alameda East Portal, General Repairs.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0507 F Approving supplemental appropriation, amount $7,201, to provide funds for a compensation adjustment for employees of Hetch Hetchy Water & Power in accordance with the provisions of Section IV F of the 1978-79 Salary Standardization Ordinance.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0508 F Approving supplemental appropriation, amount $585, to provide funds for a compensation adjustment for employees of the Water Department in accordance with the provisions of Section IV F of the 1978-79 Salary Standardization Ordinance.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0509 F Approving supplemental appropriation in compliance with Salary Standardization Ordinance, Amendment #51, which reflects the final classification of 20 positions previously authorized and reclassification of 5 existing positions in the Municipal Railway budget for the fiscal year 1979-80.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0510 W Rejecting all bids on former Muni .1148 acre Right of Way lease for restaurant purposes in Burlingame, San Mateo County; and authorizing modifications to bid documents and readvertisement for bids.

Vote: Ayes-Pilcher, McCrea, Sanger
No-Flynn

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0511 W Authorizing the General Manager and Chief Engineer of the Water Department to execute a revocable land use permit to Glendale Federal Savings and Loan Association.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0512 M Commending Frank Baggetta, Superintendent of Maintenance, Municipal Railway, for winning the $1,000 top award; and Eugene J. Kelleher, General Manager and Chief Engineer, Water Department, and Carl Barton, Superintendent of Transportation, Municipal Railway, for winning a "Summa Cum Laude" special mention award in the SPUR Public Service Managerial Efficiency Award competition.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0513 M Restoring 38-GEARY-Local service along the former route using no more than one-third the number of vehicles presently scheduled for this service, with the remaining service continuing on Geary Boulevard west of 33rd Avenue; and stating the Commission's intention to reverse the above route changes should additional operating costs be incurred and not funded by the Board of Supervisors within 6 months.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0514 M Authorizing the Municipal Railway to implement Sunday and holiday service on the 76-FORT CRONKHITE line from February 3, 1980 to May 18, 1980 (inclusive) for a period of 18 days; authorizing the discontinuance of existing Line 78-GOLDEN GATE PARK.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted.

79-0515 M Approving extension of the date of termination of the Agreement with CALTRANS from December 31, 1979 to December 31, 1980 to expend budgeted funds for publicizing and marketing Southern Pacific and related Municipal Railway services; and stating the intention of the PUC to discontinue service on line 87-CIVIC CENTER April 1, 1980 unless funding is provided from State or Federal sources to offset Muni's cost of operating the line.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by McCrea, the following resolution was adopted:

79-0516 M Approving UMTA reimbursable travel advances, amount $768, for Carl Martz, Transit Equipment Engineer, to attend the APTA Trolley Bus Sub-Committee Meeting January 10 and 11, 1980, in Philadelphia, Pennsylvania.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0517 M Authorizing the Municipal Railway to enter into an Agreement with Randtronics Company to test a trolley coach equipped with a Randtronics thyrister traction motor controller at no charge to the Municipal Railway.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Flynn, seconded by Sanger, the following resolution was adopted:

79-0518 F Approving supplemental appropriation, amount $4,890,500, to provide funds for purchase of power for resale.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0519 I Approving execution of a personal services Agreement with Mr. Robert Venable, amount $37,000, for a period of one year, to provide technical software support to the Bureau of Management Information Systems.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Sanger, the following resolution was adopted:

79-0520 I Approving contract modification, amount $148,700, for installation of additional features to the basic system, further on-going training, and re-coding of the RUCUS data base, under Professional Services Agreement with Kenneth R. Roberts and Associates for Run Cutting and Scheduling.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of Sanger, seconded by Flynn, the following resolution was adopted:

79-0521 GO Authorizing the Coordinator of the Mayor's Conservation Task Force to apply for and accept funds, amount $9,109.05, from the Pacific Gas and Electric Company for reimbursement of expenses incurred in a special purchase of energy saving fluorescent lamps.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0522 GO Cancelling the December 25, 1979, meeting of the Public Utilities Commission.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

On motion of McCrea, seconded by Flynn, the following resolution was adopted:

79-0523 M Awarding MR Contract No. 681 - Fire Protection System at Central Control Room - to Civic Electric Co., Inc., San Francisco, California, in the amount of $96,400.

Vote: Ayes-Pilcher, McCrea, Flynn, Sanger

Copies of the above resolutions are on file in the office of the Secretary of the Public Utilities Commission.

INTRODUCTION OF NEW BUSINESS BY COMMISSIONERS

Commissioner Sanger reported on the last meeting of the Transit Finance Policy Committee of MTC. He recommended requesting the Mayor and the Board of Supervisors to encourage their representatives on the MTC to support a 25 cents increase in bridge tolls for either operating or capital support of public transit. Mr. Sklar said he would follow up on this.

PUBLIC HEARING ON HETCH HETCHY RATES FOR POWER

President Pilcher opened the public hearing on this item. There was no public testimony.

Resolution No. 79-0513--Rerouting Line 38-GEARY.

Peter Straus, Transit Planner summarized the effects of diverting all 38-GEARY-Local service over its former route out Balboa Street.

The plan would add 226 vehicle hours per week; cost approximately $294,000 annually, discontinue local service to passengers boarding on Geary Boulevard west of 33rd Avenue; increase bus traffic on 42nd and 43rd Avenues; and double headways.

Mr. Straus stated that staff recommends retaining the 38-GEARY-Limited on its current route and splitting the 38-GEARY-Local at all times.

Public comments were heard from James Crothers, Jr., George Bryan, Donald Ellis, Red Dodge, Fred Perry, John Shannon, Richard Allen, Carolyn Nance and James Wood.

Item No. 9--Authorizing a .1148 acre lease for restaurant purposes to Nam Thanh Le and Thom Thi Trinh

Questions were raised concerning the proposed rental rates, lack of a percentage clause or a consumer price index adjustment, qualifications of bidders, option provisions and the renegotiation clause.

McMorris Dow, Utilities General Counsel, advised that all bids be rejected and the lease be rebid under revised bid documents.

Item No. 11--Regarding lease with Santa Clara Sand and Gravel Company.

Commissioner Flynn requested that this item be put over to the next meeting.

Item No. 13--Assigning Municipal Railway Transit Advertising Agreement by Metromedia, Inc. to New York Subways Advertising Company (NYSA).

Commissioner Sanger moved and Commissioner McCrea seconded to authorize the General Manager of Public Utilities to negotiate this matter with New York Subways Advertising Company.

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Oral Moore, Deputy General Manager and Chief Engineer, outlined a revised preliminary design for Forest Hill Station, estimated cost $1.7 million.

On motion of Commissioner Sanger, seconded by Commissioner Flynn, the Commission approved the proposed design for Forest Hill Station.

THEREUPON THE MEETING ADJOURNED: 4:45 P.M.

ROMAINE A. SMITH
SECRETARY